

For EUROPE & AMERICA,
INDIA, AUSTRALIA, &c., and for
PRIVATE RESIDENTS AT THE
OUTPOSTS
A Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
given in the
HONGKONG WEEKLY
PRESS,
with which is incorporated the
CHINA OVERLAND TRADER REPORT,
Subscription, paid in advance, 12
per annum. Postage to any part of
the World \$2.

Hongkong Daily Press.

ESTABLISHED 1857

THE
DIRECTORY & CHRONICLE
FOR 1906.
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Small ... 6.00
Orders may be sent to the
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No. 14,989. 號九十八百九千四萬一第 日四初月四年二十三緒光 HONGKONG, FRIDAY, APRIL 27TH, 1906. 五拜禮 號七十二月四年六零百九千一英港香 PRICE, \$3 PER MONTH.

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A. S. WATSON & CO.,
LIMITED.
WINE AND SPIRIT MERCHANTS,
ALEXANDRA BUILDINGS,
[a1342]

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
In Casks 375 lbs. net \$4.75 per cask ex Factory.
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SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 1st October, 1905. [a2771]

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NORTH BRITISH AND MERCANTILE
INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1904.
£17,161,299.

I. AUTHORIZED CAPITAL... £3,000,000
SUBSCRIBED CAPITAL... 2,750,000
PAID-UP CAPITAL... 687,500 0 0
II. FUND... 3,001,268 12 9

The Undersigned, AGENTS for the above
Company, are prepared to ACCEPT RISKS
against FIRE at Current Rates.
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 30th June, 1905. [1567]

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COMPANY, LIMITED

THE Undersigned, having been appointed
AGENTS for the above Company are
prepared to accept Risks against Fire at current
rates.
SIEMSEN & CO.
Hongkong, 1st January, 1904. 29

AACHEN AND MUNICH FIRE IN-
SURANCE CO.
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AGENTS for the above Company are
prepared to ACCEPT RISKS against FIRE
at Current Rates.
REUTER, BROCKELMANN & CO.,
Agents.
Hongkong, 21st April, 1897. 311

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Assets exceed ... £10,000,000.
Annual income exceeds ... £2,750,000.

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W. H. TRENCHARD DAVIS,
Branch Manager and Underwriter.
Hongkong, 7th April, 1906. [330]

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Agent for the Company.
[318]

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expected arrival at their destinations, as well as
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15, QUEEN'S ROAD CENTRAL.
[a134]
Hongkong, 4th April, 1906.

CHUN SENG.
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| " | | |
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| " | | |
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| " | | |
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Hongkong, 23rd April, 1906. [a33]

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| The Difficult Way, by Deamer ... | |
| Love in the Lists, by Montgomery ... | |
| The Prophet of the Poor ... | |
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| of the Visit of the British Fleet to ... | |
| Japan ... | |

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BUTTERFIELD & SWIRE.
Hongkong, 23rd April, 1906. [945]

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Box 135B.
Hongkong, 21st April, 1906. [932]

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Hongkong, 26th March, 1906. [728]

BOARD AND RESIDENCE

BOARD AND RESIDENCE.

MRS. GILLANDERS
"GLENWOOD,"
27, CAINE ROAD.
Hongkong, 20th September 1905. [673]

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Hongkong, 27th June, 1905. [43]

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Hongkong, 23rd March, 1906. [704]

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Every Comfort
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Ladies' Cloak Rooms
Matron in attendance
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Hongkong, 24th July, 1905. [a951]

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All comforts of a home.
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Comfortable accommodation for travellers
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a221, THE MANAGER.

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a520

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LACQUERED WARE.
68, QUEEN'S ROAD CENTRAL.
Hongkong, 21st September, 1903. [902]

HONGKONG HIGH-LEVEL TEAM-
WAYS COMPANY, LIMITED.
IN LIQUIDATION.

TIME TABLE.

WEEK DAYS.
7.00 a.m. ...
7.30 a.m. to 8.00 a.m. ... Every 10 minutes.
8.00 a.m. to 8.30 a.m. ... Every 15 minutes.
8.30 a.m. to 9.00 a.m. ... Every 10 minutes.
9.00 a.m. to 1.00 p.m. ... Every 15 minutes.
1.00 p.m. to 1.30 p.m. ... Every 15 minutes.
1.30 p.m. to 1.45 p.m. ... Every 15 minutes.
1.45 p.m. to 2.15 p.m. ... Every 10 minutes.
2.15 p.m. to 2.30 p.m. ... Every 15 minutes.
2.30 p.m. to 3.00 p.m. ... Every 15 minutes.
3.00 p.m. to 8.00 p.m. ... Every 10 minutes.
NIGHT CARS.
8.45 p.m. & 9.00 p.m., 9.45 & 11.15 p.m.,
every 1 hour.
SATURDAYS.
Extra cars at 11.30 p.m. and 1.45 p.m.
SUNDAYS.
9.00 a.m. to 9.00 a.m. ... Every 15 minutes.
9.00 a.m. to 9.30 a.m. ... Every 30 minutes.
9.30 a.m. to 10.30 a.m. ... Every 15 minutes.
10.30 a.m. to 11.00 a.m. ... Every 10 minutes.
11.00 a.m. to 1.00 p.m. ... Every 15 minutes.
1.00 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 6.00 p.m. ... Every 10 minutes.
6.00 p.m. to 7.00 p.m. ... Every 15 minutes.
7.00 p.m. to 8.00 p.m. ... Every 10 minutes.
NIGHT CARS at 8.45 p.m. & 9.00 p.m., 9.45 to
11.15 p.m., or 11.30 p.m., every half hour.
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Road Central.
JOHN D. HUMPHREYS & SON,
Liquidators.
Hongkong, 18th July, 1905. 789

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Hongkong, 22nd December, 1903.

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Telegraphic Address: Pama. Codes: A.B.C. 5th Ed. 1897.
P.O. Box, 33. Telephone No. 12.

IN MEMORIAM.
On the 27th April, 1906, at Amoy, LIONEL BRADY LANGFORD WHEELER, eldest son of Col. J. L. WHEELER, A.O.D.
[1906]
HONGKONG OFFICE: 131, DES VUEX ROAD, C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, APRIL 27TH, 1906.

The compilers of the annual report and year book for 1906 of the Royal Society of St. George appear to be serious-minded persons, determined to regard their association as a mission rather than a hobby. They have only just discovered, however, that there are kindred societies at Shanghai and Yokohama, and have never so much as heard of the St. George's Society at Hongkong. The local SECRETARY ought really to encourage them with news of the moral support of Hongkong. The year-book snubs rather too severely our contemporary the *Japan Chronicle*, which had indulged in a dream of cosmopolitanism, and had disavowed all sympathy with "parochial patriotism". Remarkable incidentally that China is the only country that does not teach patriotism, the report says it is not wrong to thank God we are Englishmen. On the contrary, we should be "still more thankful that we are not cold-blooded cosmopolitans who love no country, but only themselves". The Rt. Hon. Sir JOHN COCHRAN's plea for a wider patriotism may not be inconsistent with the idea of the Society; but it does not seem to harmonize with the comments that accompany it on "The New Ministry". It is a queer sort of patriotism which finds out what few of us would have noticed, that the new British Government practically excludes Englishmen (and Irishmen)! We read the amazing statement that with the single exception of Sir EDWARD GREY the English members may be classed as

"Anglophile Scots". That "the representatives of England are relegated to minor posts" is dismaying; and we do hope that Sir HENRY CAMPBELL-BANNERMAN will, as requested, bear in mind that it is not as the Prime Minister of Scotland that he has been returned to power. "As Englishmen and Imperialists (!)" we cannot regard the exclusion from office of our countrymen with equanimity. The salaries " (almost a Scottish touch, this) " attached to the respective offices are comparatively unimportant; but Englishmen should have had "a just share of the leaves and fishes." It would really appear adds this distressing report, as if "no English need apply" were already displayed over the portals of every Government Department. But our impulse toward gentle badinage must yield to stronger feeling when we read such mischievous nonsense as the following:-

"Next year (1907) is the Bi-centenary of the Legislative Union of England and Scotland, and there should be great rejoicings in North Britain. It is desirable that this union should be commemorated and strengthened; it is wise, then, on the eve of that auspicious event to create racial antagonism by wounding the national sentiment of the greater country? We cannot preserve our purely English characteristics, traditions, and customs when strangers are thrust upon us who share our sentiments imperfectly and have different local institutions. A Scotch Premiership would seem ever to be associated with some National calamity. It is interesting here to refer to Lord Macaulay's remarks with reference to Lord Bute, the Minister and favourite of George III. "The only effect of Bute's domestic administration was to make faction wilder and corruption fouler than ever." The Public Office, the Army, and the Navy were filled with high-chested Drummonds and Erskines, Macdonalds, and Maegillivrays, who could not talk a Christian tongue, and of infamous character, lately begun to wear Christian breeches. It was remarked that Adam, a Scotchman, was the Court Architect, and that Ramsay, a Scotchman, was the Court Painter, and was preferred to Reynolds, Mallet, a Scotchman, of no high literary fame, and of infamous character, partook largely of the liberality of the Government. John Home, a Scotchman, was rewarded for the tragedy of Douglas both with a pension and with a sinecure place. But when the author of "The Bard" and of "The Elegy in a Country Churchyard" ventured to ask for a Professorship... he was refused. And this year (1906) is the centenary of the death of the patriot Pitt, the famous son of that great Englishman, the Earl of Chatham, whom that titled scoundrel displaced! What a contrast! It was under the Administration of Lord Aberdeen that we engaged in the disastrous Crimean War. Under Mr. Gladstone's Premiership (who always called himself a Scotchman) occurred the lamentable death of General Gordon, Home Rule, and the surrender at Marston, ending the recent war, with its enormous sacrifice of blood and treasure, under the Premiership of Mr. Balfour, who never wears an every conceivable occasion, it is not surprising that a notable French writer:-

"The English are the very quintessence of the Imperial brain; they are a superior people, and it is characteristic of the superior element, i.e., the English, that it never makes mistakes." What pestiferous patriotism all that; what egregious effrontery to retail that concluding Gallic compliment! We have no doubt whatever (and it seems advisable to state that these comments are made by a member of the superior race that never makes mistakes) that the writer of the lines quoted has utterly failed to gather the dimmest conception of real patriotism. He elsewhere cites the case of the Japanese: we can only say that the patriotism that has put Japan where it is had nothing to do with emphasising the distinction between northerners and southerners. He must be a very Judas of his cult; and we can but hope that the local society will refuse to associate itself with such idle propaganda. The very genuine glory of England was not got, nor has it ever been maintained, by such claptrap.

Six plague cases were notified yesterday, making 226 to date.

Another plague case at Beaconfield Avenue, this time fatal, has called forth additional Sanitary Board measures.

"Mount Davis Gap" is to be known in future as "Sandy Bay Gap," and the Look-out Post of the same name is to be officially described as "Jubilee Look-out Post."

A first-class traveller on the Peking-Hankow Railway writes to the *Hankow Daily News* complaining of the incivility of the foreign employees on the railway.

Members of Right Half No. 1 Company, H.V.C., are reminded that the sixth and final shoot for Captain Macdonald's Cup will take place next Sunday at Tai Hang Range.

A European resident of the upper levels of West Point on Wednesday reported to the police that a dead body had been placed on his staircase. Sergeant Gordon was despatched with an ambulance to remove it, but was greatly surprised on arrival at the house to observe the "dead" man get up and walk away.

Early yesterday morning a Chinese girl attempted to commit suicide by jumping off the Pava in Connaught Road near Centre Street. She was rescued by a sampan man and taken to No. 7 Police Station, where she informed Inspector Collett that she "wanted to make die." She refused to tell the police where she lived or what troubled her.

The Calcutta Port Commissioners propose to construct floating baths on the Hughli for the use of Hindu ladies at a cost of one lakh of rupees.

The fire extinguishing apparatus at Hankow has lately proved inadequate; and the suggestion is made that the various foreign settlements should co-operate and subscribe for an up-to-date motor-engine.

Holders of paddy along the railway line in Burma expect prices to rule very high this year in consequence of the famine in Japan. Prices usually advance with the season, but are unproprietarily high now for so early in the year.

In their farewell message to India T. R. Highnesses the Prince and Princess of Wales wished that the Indian people might get "immunity from famine and pestilence, steady progress in agriculture and industries, and a safe and natural advance in social conditions."

Work in connection with the Madras harbour improvement scheme is progressing apace. A rubble base for the new north arm which is to protect the new north-east entrance to the harbour is now being laid down, but the blocks will not be put in position till the base has stood a couple of monsoons. A floating basin in sand accretion to the south of the harbour is also being constructed.

At a meeting of the Prince of Wales' Reception Fund in Madras it has been decided to utilise the surplus of Rs. 15,000 by devoting Rs. 10,000 to founding scholarships in the Victoria Technical Institute in the name of the Prince, and Rs. 5,000 to endowing two beds in the Victoria Caste and Goshala Hospital in the name of the Princess, subject to their Royal Highnesses' consent being received to these proposals.

By kind permission of Lieut.-Col. C. H. U. Price, D.S.O., Comd., and Officers of the 129th Balaich, the Band of the Regiment will play the following programme at 5 p.m.:—
Kowloon, to-day, commencing at 5 p.m.:—
March: "The American Army," "Elfenberg's Overture," "The Girl in a Blue Coat," "Fahrtbuch Valse," "The Bohemian Girl," "Jaffa Polka," "Husaren," "Hortel Garotte," "Herzliebchen," "Bura d."

The *Manila Times* publishes the following, dated San Francisco, 29th March:—"In connection with the reform in the consular service instituted by Secretary Root, the report of Herbert H. D. Pierce, the Third Assistant Secretary of State, upon the investigation which he conducted into the United States consular officials in the Orient, has been made public. Pierce scores ex-Consul Goodnow of Shanghai, ex-Consul Williams of Singapore, ex-Consul McWade of Canton and others."

Letters of thanks, signed by Prince Tsai Tsai, Sheng Chi-hung, and Li Sheng-to, have at Seattle, and to Mr. W. W. King, the general passenger agent. The Commissioners greatly praise the *S. Dakota*, as "the best appointed, with the largest, most comfortable and best equipped cabins we have ever encountered, the table and service superb, and the big ship steady and comfortable." Mr. King was personally thanked for the constant courtesy and attention shown to them; the distinguished passengers remarking, "All your representations have been strictly fulfilled."

A project is on foot which will render Moulmein a future railway centre of importance. The railway from Pegu to Moulmein is nearly completed, and now two additional schemes of railway extension are being seriously considered. From information from the Straits a reconnaissance survey is at this moment proceeding towards the Siamese frontier, which, if it gives promise of success, will lead to building of a connecting line between Moulmein and the Siamese railway system. In addition to this route a line to the south is being surveyed, and this will be the first movement towards connection with the Straits Settlements.

A rather startling crash awakened residents of Queen's Road West early yesterday morning when the first and second floor verandahs of house No. 341 came clear away from the house. As it happened no one was in the way of the material when it fell, but as portion of a rich man was observed among the debris it was thought that a scold might have met his death by the fall. Consequently, a gang of men were put on to turn over the stuff, but their search fortunately proved fruitless. The police notified the P.W.D. of the accident and put men on duty to keep the crowd clear of the premises. The building is the property of Wong Yee-tung, compradore to the P. and O. Co.

Two captains of the P. & O. Company, Captain E. Gordon, of the *Moldavia*, and Captain C. A. Preston, of the *Mongolia*, were before an Australian Water-Police Court recently, charged with having allowed prohibited immigrants to enter the Commonwealth. A member of the Lascar crew escaped from each steamer. Each defendant was fined the full amount, these being the first cases brought under the amended Immigration Restriction Act, by which the fine was definitely fixed at £100. The fines have been paid under protest, and the Company state that they are determined to fight the matter to a finish. An appeal is to be made to the High Court, and, if the Company are unsuccessful there, they will carry the case to Privy Council. Another Australian paper, a week later, has the following:—"A Portuguese sailor has deserted from the *Moldavia*, and a reward of £25 is offered for his apprehension. The Company is liable to £100 penalty."

TELEGRAMS.

[REUTERS' SERVICE.]

THE NATIVE TROUBLE IN SOUTH AFRICA.

LONDON, April 24th.

The Transvaal has offered Natal to furnish, equip, and maintain 500 volunteers.

THE CHINESE COMMERCIAL MISSION IN FRANCE.

LONDON, April 24th.

President Fallières has entertained the Chinese Mission at lunch.

LOSS OF A BELGIAN TRAINING-SHIP.

LONDON, April 24th.

The Belgian Government training-ship *De Yager*, with a crew of 54, including 30 cadets, has capsized in a gale in the Bay of Biscay, and only 26 have been saved.

ANOTHER MORPHINE SEIZURE.

Yesterday morning Chief Excise Officer Hoggarth seized five more cases of morphine at Godown No. 31, Kowloon. This shipment arrived by the P. and O. steamer *Danania* on the 5th April, and the usual applications for the confiscation of the goods to the Opium Farmer will be posted in due course.

BRITAIN V. ENGLAND.

Some of our Scotch friends are much perturbed by the use of the word England as a general term when speaking of the United Kingdom, and, thinking that they have got hold of a legitimate grievance, have organised a society or confederacy for worrying public men on the subject.

"Great Britain and Ireland" is correct, and in all public documents the United Kingdom is so described. We cannot, however, in everyday life employ so unwieldy a term, and therefore, in default of a better name, that of the vast predominant partner is uniformly used and universally recognised, just as we use the abbreviation "Co." to express the joint partners in a firm. Scotland receives ample compensation for any imaginary slight or injustice by the misuse of the word "British," which frequently covers matters and things essentially English. Thus we hear of "British" wheat, "British" dairy produce, "British" language, but we never order "British" whisky.

The use of the obsolete term "Britain" excludes Ireland, and for that reason alone is unsuitable, illogical, and unfair. Some of our public men have been cajoled or frightened into acquiescence, as have some of our less influential journals. The words "England and English" are quite good enough, and when used in a concrete sense are readily distinguishable and understood. We think, therefore, that public men, more particularly, would do well to ignore such communications, and treat them with deserved indifference.—*St. George's Society Year Book*, 1915.

RAT-CATCHING.

It is at times not a little amusing to see how the officials of Canton attempt to follow the lead of Hongkong by proclamations—and thereby think they are introducing sound reforms and benefiting the people. The Viceroy has recently issued a proclamation urging the agents of the Sanitary Board to do all they can to prevent the spread of the plague by the catching of rats. Sundry instructions are issued, and good grandiloquently advice is given, but those who are addressed do not understand the A.B.C. of the work which it is assumed they are capable of accomplishing. One direction seems to be rather doubtful of good. All rats picked up in the streets are to be carried to and flung into the river. This is rather instructive, inasmuch as thousands of the people still think the water of the river. But perhaps, the plague germs will get drowned in the tides.—*N.C. Daily News*.

A REFRAIN FROM ST. PATRICK'S DAY.

A London paper says:—"There is a contagion in Irish enthusiasm. Some remark was occasioned by a gentleman with a large black moustache and a bold, spacious nose, who pursued his musical path along the middle of the street. He was a walking garden of shamrock; every buttonhole accommodated some, and one or two in his boots. It would have been consistent, at any rate. His tie was green, and there were green ribbons at various spots on his person. As he marched, firmly and spectacularly, he sang through the branches with a volume of voice that made his good intentions manifest. What he lacked in accent he made up for in vociferation. Big Irishmen turned to look at him in stupefaction; heavily-laden carriers and patriotic parsons watched him out of sight, as his song resounded through the traffic. Even when he was no longer to be seen, and the last of his vegetation had drifted from view, one heard the burden of his song echo out of the distant throng:—
Oh, der yearin' of der green,
Oh, der yearin' of der green,
Dey vos h'n'gin' men an' vinnims, too,
For der yearin' of der green."

FRENCH CAPITAL IN JAPAN.

Some important developments are about to be made with the aid of foreign capital in the timber and glass industries in Japan. A kabushiki kaisha has been formed with a capital of ¥900,000 in shares of ¥500, which will carry on the lumber and sawmill business in Japan, three or four mills being established in different parts of the country. The principal branch of this business will be the export trade, and Canadian engineers will be in charge of the newest and best machinery of the trade, to be driven by electricity. We might add that the capital is furnished by French, English, and Japanese capitalists, and all the shares, already fully paid-up, are taken by the promoters. The capital of the big glass undertaking is ¥1,000,000, furnished by French, Belgian, and Japanese capitalists—in ¥500 shares, also taken by the promoters and fully paid-up. The factory will be at Osaka, on a piece of land covering 20,000 *tanbo*. The technical engineers, foremen, and many of the workmen will be French and Belgian. Both syndicates, which are represented in Japan by Mr. R. Loomen, had their origin or conception in Paris.

LEGISLATIVE COUNCIL VACANCY.

APPOINTMENT BY CHAMBER OF COMMERCE.

Owing to the Hon. Mr. R. Shewan having left for home on holiday, a temporary vacancy on the Legislative Council has occurred. To fill this the Chamber of Commerce, whose representative Mr. Shewan was, held a meeting, which was well attended, in the City Hall yesterday afternoon. Mr. E. A. Hewitt, the chairman of the Chamber, presided, and there were also present—Messrs. N. A. Siebs, H. M. Tibbley, A. V. Apcar, H. M. Nemesse, D. R. Law, W. D. Graham, F. J. V. George, R. Bishop, A. Shelton Hooper, T. F. Hough, A. G. Wood, J. R. M. Smith, G. H. Medhurst, S. H. Michael, W. Danby, E. S. Kadoorie, H. Suter, S. D. Setna, P. Ramjahn (representing Ramjahn and Co.), D. M. Nisim, O. Ellis, J. J. Leiria, G. A. Champsaur, A. S. Milner, H. E. Tompkins, G. C. Moxon, J. O. Hughes, L. Engel, A. Haupt, and A. Forbes.

The Secretary having read the notice calling the meeting,

The Chairman read the following letter—

Colonial Secretary's Office,

19th April, 1905.

SIR,—I am directed to inform you that Mr. R. Shewan has tendered his resignation of his seat in the Legislative Council, which has been accepted by H.E. the Governor, and to request that the Chamber of Commerce will be good enough to take steps at an early date to nominate a member for the vacancy which has been occasioned.

T. SERCOMBE SMITH.

The CHAIRMAN also read a letter received the same day from Mr. Shewan, wishing the Chamber success. He was sure the Chamber would all endorse the views expressed by the committee in thanking Mr. Shewan for his services during the period he had represented the Chamber. Proceeding, he said that only one candidate had been nominated for the vacancy, proposed by Mr. Wood, vice-chairman, and seconded by Mr. Law. The regulations were that in such a case it was not necessary to have a ballot. The election only required a show of hands.

Mr. Wood then proposed the appointment of Mr. E. A. Hewitt, who he was sure would pay great attention to the affairs of the Legislative Council (applause).

Mr. LAW seconded.

There being no other nomination,

The CHAIRMAN thanked Mr. Wood and Mr. Law for having proposed and seconded his appointment and the members for the kind manner in which they had accepted it. He had been associated with the Chamber of Commerce for six years and he could assure the members that he would endeavour to work on behalf of the Chamber in the future as he had done in the past.

A show of hands was then taken, and resulted in the appointment being carried unanimously, and repeated this statement that he would do his best to look after their interests. Before they separated he referred to the terrible disaster that had befallen San Francisco and neighbouring cities. As we had been connected with California from early days and as Hongkong had been connected with San Francisco for many years to our mutual advantage we all felt the blow almost as if it had fallen upon ourselves. That being so, the committee thought it would only be expressing the opinion of the Hongkong community in sending the following telegram to the Governor of California on 23rd inst.:—"The Chamber of Commerce desires to tender to the city of San Francisco and neighbourhood its heartfelt sympathy in dire calamity that has befallen them." This concluded the business.

BEGGARS AND BEACHCOMBERS.

A WARNING TO SHIPMASTERS.

The Singapore Government has sent to the Hongkong Government copies of an Act to prevent the landing and leaving of decrepit beggars at Straits Settlement ports. The Act has been recently amended. It is to be published in the next *Government Gazette*. It will then be seen that it imposes on the master or consignee of any vessel bringing such persons to the Colony the liability of either re-conveying them to their port of embarkation or paying to the Government the costs that are incurred by the Colony for their maintenance and removal, and also renders the master liable to a fine in the event of their being landed without the leave of the Chief Police Officer. Masters and owners of vessels conveying passengers to the Colony should therefore take precautions against accepting as passengers any persons not natives of the Colony or Federated Malay States who may reasonably be suspected of belonging to any of the classes of persons described in Section 1 of the Act, for whom landing in the Colony the consent of the Government has not previously been obtained.

LATEST STEAMER MOVEMENTS.

The M.M. str. *Caledonia*, with the next French mail, will leave Saigon on Friday, the 27th inst., at 5 a.m., for this port.

The C.P.R. str. *Empress of Japan* arrived at Nagasaki at 7 a.m. on Thursday, the 26th inst., and left again at 4 p.m. same day for Shanghai, where she is due to arrive at 6 a.m. on Saturday, the 28th inst.

The C.P.R. str. *Empress of India* arrived at Kobe at 6 p.m. on Tuesday, the 24th inst., and left again at noon on Wednesday for Yokohama, where she was due to arrive at noon on Thursday, the 25th inst.

The I.G.M. str. *Bayern*, which left here on Wednesday, the 26th March, arrived at Genoa on Wednesday, the 25th inst., at 7 a.m.

The Glen Linn str. *Glenloch* left Singapore on Wednesday, the 25th inst., for this port.

The Indo-China str. *Laiyang* left Calcutta for this port via the Straits on the 24th inst., and may be expected here on or about 10th prox.

SUPREME COURT.

Thursday, April 26th.

IN APPELLATE JURISDICTION.

BEFORE THE FULL COURT.

THE SALE OF A NEWSPAPER.

This was an appeal from the decision of the Paine Judge in the case of Tam Man Sam v. Tam Yau and Cheung Sau-pang, the original action being a claim for \$1,000, \$500 for return of money deposited by plaintiff with defendant on 2nd June, 1905, in part payment of purchase money for the business, property and effects of the Sai Kai Kung Yick Co., under contract, and \$500 for damages for breach of said contract. Mr. H. E. Pollock, K.C., instructed by Mr. O. E. H. Beavie (of Messrs. Wilkinson and Grist), appeared for appellants, and Mr. M. W. Slade, instructed by Mr. Stevenson (of Messrs. Deacon, Looker, and Deacon), appeared for respondents.

The facts were that a Chinese newspaper was offered for sale, and plaintiff's tender was accepted by the liquidators, but when plaintiff and his staff attempted to take possession on a certain date they were ordered out.

Mr. Pollock, in opening, said their Lordships would remember that the matter came before the Court on a previous occasion. An order was made on 4th November, 1905, for a special case to be stated, but when the matter came subsequently, before their Lordships it transpired that the parties could not agree on the special case to be stated, and following the suggestion made by the Court each party was to give its own version of the various clauses in dispute. It would be convenient if he referred to the special case, because it contained the document which they submitted was very important, the agreement between the parties, the document which contained the clause with reference to the forfeiture of the deposit money. After reading the special case, counsel stated that the question was whether appellant's deposit of \$500 was liable to forfeiture. There was no doubt that the appellant when he tendered on 4th June a portion of the purchase money had saddled it with conditions which the Paine Judge had decided he had no right to do. Appellant was bound by that ruling, but their Lordships would bear in mind that it was admitted on behalf of the respondents that such a condition was made.

The Chief Justice:—The effect would be the same as if the tender had not been made?

Mr. Pollock:—Yes. Continuing, he said it did not that effect. It was important as showing that the appellant did not wish to repudiate the contract. As a matter of fact he was too eager and wanted to take over the business some ten days before he had a right to do it. Proceeding, he contended that the only right to forfeit a deposit would arise if the conduct of the party amounted to repudiation of his part of the contract. It could not be said that appellant was in default until after 14th June, assuming that on the 4th June he did something which he ought not to have done. He did not show any intention of repudiation. He was too eager. Having become the highest tender, he was anxious to take the control of the business.

Mr. Slade, for the respondents, contended that the deposit was by way of a guarantee for the performance of the contract. It was not a performance of the contract to tender the right price on the wrong day. The contract was not completed in due time by reason of any default on the part of respondents. It was not completed in time solely by reason of the purchaser, who had by his own act disabled himself from being able to do it. The clause in the agreement was not exclusive and if the general rule of law gave no other grounds of forfeiture of the deposit, the vendors could appropriate the deposit under those rules.

Mr. Pollock replied to the points raised by Mr. Slade.

Their Lordships reserved judgment.

IN ORIGINAL JURISDICTION.

BEFORE SIR FRANCIS FROST (CHIEF JUSTICE).

AN UNFULFILLED AGREEMENT.

Lo Pan-ik and another, residing at 216, Wing Lok Street, sued Chan Fook, trader, for a specific performance of an agreement to purchase certain property and payment of the balance of the price or such other relief as the Court may deem fit. Mr. E. H. Sharp, K.C., instructed by Mr. Lane (of Messrs. Deacon, Looker and Deacon), appeared for the plaintiffs, while defendant was not represented.

Mr. Sharp said his Lordship had made an order under which plaintiff proceeded with that action *ex parte*. The writ was issued on 17th January last and on 23rd February the defendant absconded. In due course plaintiffs, who were father and son, filed their statement of claim in which it was stated that defendant agreed to purchase certain leasehold property for \$30,000, subject to the payment of \$5,000 by defendant in respect of mortgages previously held, but only \$2,000 had been paid.

Plaintiffs were heard in support of their claims, after which, his Lordship gave judgment for plaintiffs, in the terms asked, or in the alternative damages to be assessed by enquiry before the Registrar.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 26th at 11.4 a.m. the barometer was risen over E. Japan and fallen over W. Japan and the coast of China.

A depression is passing from the continent to the Yellow Sea. The high pressure area lies now over E. Japan.

Light to moderate variable winds are indicated in the Formosa Channel, and the N. part of the China Sea, accompanied by fog along the coast.

Forecast:—Light S.E. winds; cloudy, foggy.

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THE HONGKONG ICE COMPANY, LTD.,
have now 40,000 Cubic feet of Cold Storage available EAST POINT. Stores will be open at 10 A.M. and 4 P.M. daily, Sunday excepted to receive and deliver perishable goods.
Wm. FARLANE, Manager,
H'kong, 18th November, 1907.

JUST PUBLISHED.

CHILDREN OF FAR CATHAY.
A SOCIAL AND POLITICAL NOVEL OF ABSORBING INTEREST.
By CHAS. J. HALCOMBE
(Formerly of the Imperial Chinese Customs Service, Author of "The Mystic Flower Land" etc.)

THE VOLUME which consists of 461 Pages, and includes a Sketch Plan of historical interest showing the disposition of the Forces at the battle of Kweilin, is dedicated to Sir ROBERT HART, G.C.M.G., and Dr. A. RENNIE.

Its description of Chinese Social Customs and Superstitions, combined with the insight it gives into political conditions in China makes "CHILDREN OF FAR CATHAY" an excellent volume for presentation to friends at home. Well bound in Yellow Cloth with Chinese Emblem in Gold.

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To be obtained from Messrs. KELLY & WALSH, Ltd., Messrs. W. BREWER & Co., or from the Printers and Publishers, the "HONGKONG DAILY PRESS" Office.
Hongkong, 23rd April, 1906.

NAVAL AND MILITARY NOTES.

The average number of troops in South Africa in the years named and the cost, including the expenditure under military works loan, were as follows:—1903-04, 31,000, £9,190,000; 1904-5, 23,000, £4,140,000; and 1905-06, 20,000, £2,700,000.

A man formerly employed in Devonport Dockyard has just addressed to Vice-Admiral Henderson (superintendent) a letter in which he expresses regret for having some years ago appropriated property of the value of £6, belonging to the Government. The writer, who signs his letter "A Christian," encloses 2s. as "conscience money."

At Christie's saleroom, London, Nelson's famous memorandum to his fleet was sold for £3,600 to Mr. Sabin, of Shaftesbury Avenue. Mr. Sabin made the purchase to save the memorandum going out of the country, and if the nation like to purchase it for some museum they could have it for the same amount as he purchased it for. If not, then it would undoubtedly go abroad.

An interesting official paper has just been issued showing the original cost and present estimated value of the Italian Navy. It appears that the total cost of the navy has been £28,368,000, and its present actual value is £17,453,500. The Minister of Marine now proposes to sell eleven old ships of the fourth and fifth classes, as well as many old torpedo boats, and to devote the proceeds to the construction of new vessels.

A new type of cooling craft has arrived at Devonport, designated "C 80." She has a carrying capacity of 1,000 tons, and embodies several novelties in the direction of loading and transporting. The ship is fitted with two large goose-neck cranes to plumb one over each side, for loading and unloading, and the engines are worked by electric motors. The vessel is creating considerable interest.

An expert instructor on kite-flying has been appointed for the army at Aldershot. Experiments at Aldershot have proved highly successful. Mr. Cody has been for some time engaged at Aldershot on kite-flying experiments, which have proved enormously successful. The care of the balloons is vested in the Balloon Companies of the Royal Engineers, and all forces in the field will in future have a kite section attached for observation purposes.

In celebration of St. Patrick's Day, the annual festival dinner of the Irish Medical Schools and Graduates' Association was held on March 17th in London. In responding to the toast of "The Guests," Lieutenant-General Sir John French said the relations between these medical schools and the army had been very close indeed. The army was very deeply indebted to the military medical officers, and as showing not only their skill, but their bravery, a list was recently published of no fewer than 35 who had received the Victoria Cross. During the South African war they rendered invaluable service.

The executive of the Chatham circle of the Army and Navy Veterans' Association, in their annual report, issued on March 18th, announces that the Duke of Connaught has accepted the position of patron-in-chief in succession to the late Duke of Devonshire. It is also stated that special campaign pensions have been secured for Crimean and Indian Mutiny men, and that naval prizes money, dating as far back as 1860, has been recovered. Many widows who lost their husbands during the South African war have been provided with pensions, and their children have been entered at the Royal Victoria Asylum and the Duke of York's School, and mothers set out in the world to old J.M.S. R.E. was granted a meritorious service medal with anomaly, and two other claims have been admitted, one being for a non-commissioned officer of the Scots Guards, who distinguished himself at the Alma. Widows have secured their husbands' effects and balances, and a Baltic medal was procured for an old sailor who had previously served at the siege of St. Jean d'Acre, and a clasp for Sebastopol, granted to a late chief petty officer, R.N., after a lapse of 51 years!

This report of the Comptroller and Auditor-General on Dockyard Expenditure Accounts states that during the year 1904-5 a new system of payment of wages for certain classes of machine work has been in force in some of the factories and shops in his Majesty's Dockyards. This system, which is quite distinct from ordinary piecework, is known as the "premium system." Its effect, as regards the individual worker, is that he is thereby enabled to obtain a money reward proportionate to the amount of time which he is able to save out of a given standard time, while as regards the employer, besides a proportion of the saving on the standard time which accrues to him, the system operates to reduce the cost of output by increasing the quantity of work from the motive power, machinery, tools, and plant. In the notice to workmen issued by the Admiralty, the hope is expressed that the introduction of the premium system will lead to the workmen taking an increased interest in their work, machines, tools, and equipment generally, and to keenness on their part in pointing out to their officers where improvements may be made and time saved, resulting in better methods of work.

THE AWAKENING OF CHINA.

HOW ETON MAY HELP.

The Daily Graphic publishes the following interesting extract from a letter written by the Rev. Arthur Polhill, an old Eton Blue, who has been for the last twenty years a missionary in China:—

"Shanghai, Wansien W. China.

"The news has just reached us of a most remarkable attempt to riot at Shanghai. Many will ask what is the real cause of this anti-foreign demonstration. Partly, no doubt, it is connected with the American boycott, and the way Westerners so often behave towards the Chinese at the ports. It shows, also, the vitality of young China, even though in its worse side. The marvellous rapidity of the present change is affecting everyone almost in every place. In spite of these occasional outbreaks, I feel it is a marvellous opportunity for influencing the Chinese for Christianity. Perhaps the most effective way is now by reaching the scholars, who are bent upon getting Western education. In fact, the most astonishing Edict that has ever been put out by the Throne was last summer, when the whole system of competitive examination for degrees was terminated by a stroke of the pen, and a new order and system introduced on Western lines, which includes mathematics, history (ancient and modern of all countries), chemistry, science, and comparative religions. What does this mean? It means that in a few years enlightened men who have been to Europe or to Japan will be filling all the posts of influence throughout the Empire. The immediate effect may be illustrated by what happened here ten days ago. Dr. W. Wilson, H. G. Thompson, of Dublin, and myself were invited to a banquet to meet the leaders of education in the city, and we were begged to help them. Dr. Wilson is a great science man, and electrician; Thompson is an engineer; so we have promised to help them in chemistry, science, and study of English. One student present had been for eighteen months to Japan and is, of course, full of new ideas, while the others look up to him quite as their leader. Several more students are about to start for Japan. Even now there are over 5,000 Chinese students in Japan. I am now coming to my point. What has happened here, in one city far in the interior, 2,000 miles from the coast, is happening all over China. I feel our Western schools and colleges should be in real practical sympathy with this movement! When a colossal Empire numbering almost a quarter of the entire population of the world, turns to the West for enlightenment, what can the West do that is practical to help? In another decade the crisis will be over, and the Empire moulded. What a grand opportunity for some brilliant men to sacrifice their present worldly prospects and lay down their lives upon the altar of sacrifice—for their fellow-men. Eton gained glory to her name in the late African war. And now a far greater war is raging and here warriors are wanted. And when the roll is called up under the hero's reward will be a crown that fades not away."

"Have a suggestion Eton might help. A standing committee might be formed to whom donations could be sent: £10 a year would support a schoolmaster or native evangelist, and £50 a year would be sufficient for a Westerner to live upon in the interior of China. "If we fail to use the present opportunity, what will be the result? It is perfectly certain that Japan will step in and mould the Chinese upon lines of materialistic agnosticism instead of Christianity."

THE CHINESE COMMISSION TO ENGLAND.

Reuters Agency learns that the Imperial Chinese Commissioners, under the presidency of Prince Tsai-Tse, who have reached London, are the bearers of a letter from the Emperor to the King, which they will present to his Majesty on his return to England. During their stay in this country Mr. Byron Beauman, formerly British Consul-General at Shanghai, has been officially attached to the mission by the Foreign Office, and it is intended to appoint experts in the various departments of study who shall prepare the commissioners' minds for what they intend next to examine. The field for investigation and inquiry which has been allotted to the commissioners is so wide that at this early stage it is impossible to indicate definitely the plan they propose to follow, but it is hoped that during their stay in this country which will extend over several weeks, they will be able to visit some of the more important provincial centres as well as London. The commission numbers altogether some 30 officials, including attaches, secretaries, and interpreters. The instructions given are to make a mission of investigation in Japan, Great Britain, France, and Belgium. The commissioners have spent some weeks in Japan, and the programme is to remain about five weeks in this country and a month or so in France, and then a similar period in Belgium. The commissioners expect to leave Europe on their return in about four months. Their business is to study the details of the central administration of the countries to which they are accredited, together with the questions of local government and the relations existing between the central and local administrations. The organization of the various Government departments will also occupy their attention.

EAST MEETS WEST.

ARRIVAL OF THE CHINESE MISSION IN LONDON.

The Evening Standard of March 23rd says:—In view of the immense strides which China is making towards Western civilization, the arrival in London from New York of the Chinese Mission is of the greatest interest. The Commission is headed by his Imperial Highness Duke Tsai Tsai, who is a cousin of the Emperor of China, and a clever and distinguished man. In addition to the Duke, the Commission comprises one captain, one doctor, one colonel, one major, fourteen secretaries, and seven attendants.

The Commission will remain in London before going on to Paris, one month or longer. The Duke is staying at the Chinese Legation, and the other members of the party at various hotels.

To one of our representatives to-day Mr. Tiao, the official secretary to the Commission, who is a graduate of an American University, gave some interesting particulars of the objects and aims of the tour.

"Two Commissions have been sent forth by our Emperor," he said. "Ours is officially accredited to Japan, England, France, and Belgium, the other, at present in Berlin, to the United States, Germany, Italy, and possibly Russia."

"Although not officially accredited to the United States, we had time to marvel at the wonderful enterprise of the Americans. Amazed as many of the party were, they were too proud to say any disparaging words."

"The energy, the bustle, the buildings, and the rapid transit methods round such enthusiasm, however, in one of our members that he displayed his emotions, and was severely reprimanded for doing so."

"The chief objects of the Commissioners are the studies of the methods of central Government—how we do not at present concern ourselves with municipal work—and the educational systems of the various countries. To the latter we attach the greatest importance, for on a modern and sound system of education the future of China depends."

"Two army officers attached to the Commission represent the new Chinese Army type. They will no doubt visit Aldershot and other military centres, and will make their reports, not to the Emperor, but to Viceroy Yuan Shi-kai, of the province of Chihli, who is the leader of the new army movement in China."

"It has been said that China is to be given a Constitution in fifteen years, but I cannot speak with certainty on that matter. "The greatest care is being taken both as to the style and wording of the documents which will be sent to the Throne. A number of students proficient in languages are sent ahead to each country we visit. They afterwards prepare the reports, and are left behind when we leave to finish the work."

"We regret very much the absence of King Edward, to whom we must present our credentials before becoming, as it were, the nation's guests."

"The Commissioners will probably visit the House of Commons several times and go to Oxford and Cambridge."

The principal Commissioners are H. E. Shang Chi-heng, ex-provincial treasurer of Shanghai, and H. E. Ti Sheng-to, Chinese Minister designate to Belgium, where he will be left when the Commission returns to China. Duke Tsai Tsai takes intense interest in chemistry and photography, and is highly esteemed in China for his integrity of purpose.

JAPANESE NAVAL VISITORS.

LONDON'S ENTHUSIASM EXPLAINED.

The mail papers give extraordinary prominence to all kinds of news and gossip about the Japanese naval visitors. One thus explains the reasons:—

"Five or six years ago these comings and goings occasioned little or no interest. Many things, however, have happened in the interval. Japan is now the ally of Great Britain, and the occasion might arise—who can prophesy?—when the men who are about to reach this country might have to share with British blue-jackets the defence of our common interest in the Far East. But these men are not merely possible companions in the hour of danger of the seamen of our own fleet. They are the battle-worn veterans of a struggle in which, by courage and caution, devotion to duty, and the exhibition of the highest technique of fighting efficiency, they placed their nation among the Great Sea Powers of the world. The officers and men who will be in London next month, notwithstanding the hazy conditions under the same as last year, were enduring all the hardships and respings at low great a cost—all the glories of the blockade of Port Arthur and the final battle in the Straits of Tsushima. They were instrumental in teaching the armed Powers of the world lessons in shipbuilding, armament, and equipment which have caused all the existing fleets to become obsolete, even though the creation of the fleet of the future has hardly begun. It is surprising, therefore, that the residents of the metropolis are preparing to accord to these heroes of many an anxious watch and hardly-contested fight such a welcome as is always in store for those who, in the hour of stress, have shown those primal qualities for which the British race in its pioneer days was conspicuous, and which we may hope have not even now deserted us?"

AMERICAN INSURANCE.

CABINET MINISTER'S ARREST DEMANDED.

A sensation was caused in New York on March 23 by Mr. Jerome, the public prosecutor, asking Judge O'Sullivan to issue warrants for the arrest of Mr. George B. Cortelyou, the Postmaster-General, Mr. Cornelius N. Bliss, formerly Secretary of the Interior, and Mr. George W. Perkins, a partner of Mr. J. Pierpont Morgan.

Judge O'Sullivan, in charging the grand jury, declined to accept Mr. Jerome's view that money paid by insurance companies to political organizations constituted bribery, and ordered the jury to fix the responsibility.

Mr. Jerome declared that if Judge O'Sullivan was right, it was the duty of the jury to indict Mr. Perkins, who was formerly vice-president of the New York Life Insurance Company, for bribery, and Mr. Cortelyou and Mr. Bliss, who are respectively chairman and treasurer of the Republican National Committee, as receivers of stolen goods.

Mr. Jerome invited the judge to issue the warrants immediately, saying he would take the matter to the highest court, but Judge O'Sullivan refused.

Mr. Jerome is taking other steps to bring the matter into court.

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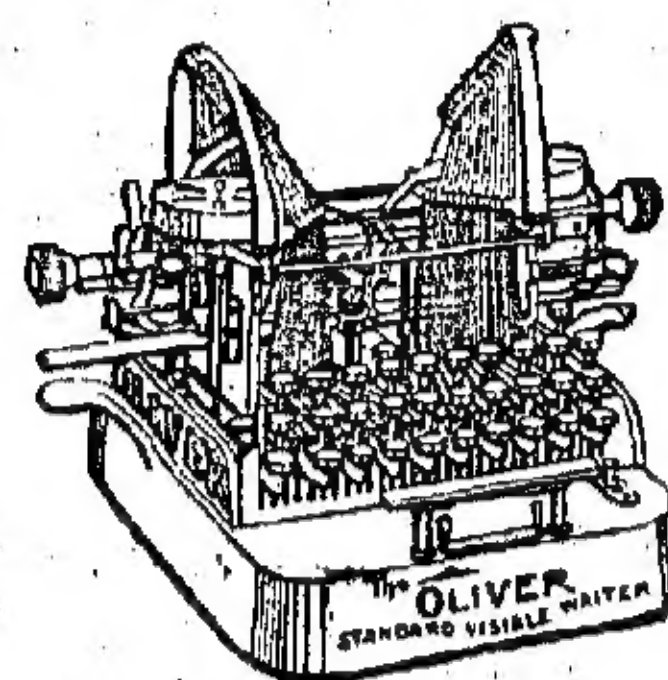
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BOUND VOLUMES of the HONGKONG WEEKLY PRESS, July to December 1905, WITH INDEX. Price \$7.50.
On sale at the Hongkong Daily Press Office Hongkong 20th Feb, 1906.

NATAL LINE OF STEAMERS.

THE Under-mentioned GENERAL AGENTS in CHINA AND JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for Cape Ports every fortnight. For Freight and further particulars, apply to DOWELL & CO., LIMITED, General Agents for China and Japan Hongkong, 4th August, 1898.

HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alicante, despatch-boat, 1,700 tons, 10 guns, 3,000 h.p., Comdr. E. La T. Latham, Hongkong.
Andromeda, cruiser, 11,000 tons, 16 guns, 1,600 h.p., Capt. Nelson O'Mannony, Hongkong.
Astraea, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 h.p., Lieut.-Comdr. G. Tufnell, Shanghai.
Bramble, gunboat, 710 tons, 900 h.p., Lieut. E. C. W. Davison, Hongkong.
Britannia, gunboat, 710 tons, 800 h.p., Lieut. W. L. Hamner, Hongkong.
Cadmus, British sloop, 1,070 tons, Comdr. H. de Cane Luard, Yangtze.
Clio, British sloop, 1,070 tons, Comdr. H. D. Wilkin, D.S.O., Yangtze.
Diadem, 1st class cruiser, 11,000 tons, 16 guns, 16,500 h.p., Capt. H. W. Savory.
Fame, torpedo-boat destroyer, 360 tons, 6 guns, 8,700 h.p., Lieut.-Comdr. Stevenson, Hongkong.
Flora, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 h.p., Capt. Grant Dalton, Shanghai.
Handy, torpedo-boat destroyer, 360 tons, 6 guns, 4,000 h.p., Lieut.-Comdr. Cox, Hongkong.
Hart, torpedo-boat destroyer, 360 tons, 6 guns, 4,000 h.p., Lieut.-Comdr. R. Henniker Heaton, Hongkong.
Hecla, special torpedo vessel, 6,400 tons, 2,400 h.p., Capt. E. F. H. Charlton, Hongkong.
Hogue, arm. v. 12,000 tons, 14 guns, 21,000 h.p., Capt. Ed. P. Shortland, en route England.
Janus, torpedo-boat destroyer, 360 tons, 6 guns, 3,800 h.p., Lt.-Comdr. Darwall, Hongkong.
Kent, cruiser, armoured, 9,900 tons, 14 guns, 22,000 h.p., Captain S. V. de Horsey, Singapore.
King Alfred, British battleship, 14,000 tons, Capt. Cecil F. Thuy, Hongkong.
Kinsela, river gunboat, 331 tons, Lieut.-Comdr. E. V. F. H. Dagmore, on Yangtze.
Moonbeam, river gunboat, 180 tons, 2 guns, Lieut.-Comdr. F. B. Noble, West River.
Otter, torpedo-boat destroyer, 350 tons, 6 guns, 6,300 h.p., Lt.-Comdr. Kidd, Hongkong.
Rambler, surveying-ship, 583 tons, Comdr. Chas. E. Moure, en route Hongkong.
Robin, river gunboat, 85 tons, 2 guns, 210 h.p., Lieut.-Comdr. Vaughan, West River.
Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. H. T. Aday, West River.
Snipe, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. T. J. S. Ly, Yangtze.
Buttle, 1st class cruiser, 12,400 tons, 14 guns, 21,000 h.p., Captain Wm. L. Grant, Hongkong.
Tamar, receiving ship, 4,600 tons, 6 guns, Commodore H. P. Williams, at Hongkong.
Teal, river gunboat, 180 tons, 2 guns, Lieut.-Comdr. Secretan, on Yangtze.
Vivago, torpedo-boat destroyer, 360 tons, 6 guns, 6,300 h.p., Lieut.-Comdr. J. C. S. Hughes, Hongkong.
Waterwitch, surveying ship, 620 tons, 450 h.p., Comdr. A. W. Glennie, Hongkong.
Whiting, torpedo-boat destroyer, 360 tons, 6 guns, 5,900 h.p., Lieut.-Comdr. C. E. L. Thomas, Hongkong.
Widgeon, gunboat, 195 tons, 2 guns, 300 h.p., Lt.-Comdr. G. B. Spicer-Simson, Yangtze.
Woodcock, gunboat, 150 tons, 2 guns, 350 h.p., Lieut.-Comdr. Hugh Somerville, Yangtze.
Woodlark, gunboat, 150 tons, 2 guns, 350 h.p., Lieut.-Comdr. J. F. Knox, Yangtze.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, April 26th.

| | Previous Day at 4 p.m. | On Date at 10 a.m. | On Date at 4 p.m. |
|----------------|------------------------|--------------------|-------------------|
| Barometer | 29.95 | 29.99 | 29.99 |
| Temperature | 72 | 72 | 76 |
| Humidity | 89 | 95 | 89 |
| Wind Direction | E | E | E |
| Force | 2 | 2 | 3 |
| Weather | c | c | c |
| Rain | — | — | — |

Highest open air Temperature on 26th.....73
Lowest open air Temperature on 26th.....68

SHIPPING.

ARRIVALS.
ANING MARU, Japanese str., 1,698 K. Shiraki, 26th April—Shanghai, Foochow, Amoy and Swatow 25th April. General—Osaka Shosen Kaisha.
CHANGCHOW, British steamer, 26th April, from Canton.
FOOCHOW, British str., 1,227, H. Smale, 25th April—Wuhu and Chinkiang 21st April, General—Butterfield & Swire.
HAIMUN, British str., 636, A. J. Robson, 26th April—Swatow 25th April. General—Douglas Lapraik & Co.
KAIFONG, British str., 1,000, Finlayson, 26th April—Hollo 23rd April, Sugar—Butterfield & Swire.
KOWLOON, German steamer, 26th April, from Canton.
MOONDOCK, U.S. monitor, 26th April, from Canton.
PAIKOI, British steamer, 26th April, from Canton.
SIGNAL, German steamer, 900, Schalkier, 26th April—Haiphong 23rd April, Coals—Jensen & Co.

CLEARANCES.
AT THE HARBOR MASTER'S OFFICE.
 April 26th.
Amara, British str., for Shanghai.
Foochow, British str., for Canton.
Hongkong, British str., for Amoy.

DEPARTURES.
 April 26th.
BOMBAY MAIL, Japanese str., for Bombay.
CHOWTAI, German str., for Bangkok.
DAKOTA, German str., for Saigon.
DEWONKOR, German str., for Bangkok.
PRINCE HEINRICH, German str., for Shanghai.
SEKONGAMIA, German str., for Hamburg.
SITHONIA, German str., for Shanghai.

SHIPPING REPORTS.
 The British str. *Haimun* reports: Light variable air and foggy.
 The British str. *Foochow* reports: Fresh E.N.E. winds and fine weather.

VESSELS IN DOCK.
 April 26th.
ABERDEEN DOCKS.—U.S.S. *Harry*, U.S.S. *Bainbridge*, *Druid*, *Kotikora*, *Mary*, H.M.S. *Whiting*, *Alta*, *Longhorn*, *Maria*, *Yuenwang*, *Argus*.
COSMOPOLITAN DOCK.—*Telemaque*, *Helm*, *Daigi*, *Mary*.

VESSELS ON THE BERTH.
ALTERATION.
DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW.

THE Company's Steamship.
"HAIMUN"
 Captain A. J. Robson, will be despatched for the above Ports TO-DAY, 26th inst., at 10 A.M., instead of as previously advertised.
 For Freight or Passage, apply to **DOUGLAS LAPRAIK & Co.**, General Managers.
 Hongkong, 24th April, 1906. [958]

THE ORIENTAL PACIFIC LINE.
FOR SAN FRANCISCO VIA PORTS.
THE Steamship.
"DAKOTA"
 will be despatched for the above Ports TO-DAY, 26th inst., at 3 P.M.
 For Freight, apply to **SHEWAN, TOMES & CO.**, Agents.
 Hongkong, 26th April, 1906. [501]
FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship.
"LIGHTNING"
 Captain J. G. Spence, will be despatched for the above Ports TO-MORROW, the 28th inst., at 3 P.M.
 For Freight, apply to **DAVID SASSON & Co., Ltd.**, Agents.
 Hongkong, 23rd April, 1906. [949]

"SHAN" LINE OF STEAMERS.
MARSEILLES, LONDON & ANTWERP.
THE Steamship.
"MERIONETHSHIRE"
 will be despatched for the above Ports on or about the 10th May.
 For freight and further particulars, apply to **SHEWAN, TOMES & CO.**, Agents.
 Hongkong, 12th April, 1906. [781]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.
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 Captain T. H. Hild, R.N.R., carrying His Majesty's Mail, will be despatched from this for Bombay on SATURDAY, the 5th May, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. *Himalaya*, 6,898 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.
 Silk and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Macedonia*, due in London on 17th June.
 Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.
 For further particulars, apply to **E. A. HEWETT**, Superintendent.
 Hongkong, 20th April, 1906. [1]

THE Steamship.
"ORANGE BRANCH" 3435 Tons.
 will be despatched for VLADIVOSTOCK about the end of May, to be followed by **"VINE BRANCH"** 3442 Tons.
 For Freight, etc., apply to **DODWELL & Co., Ltd.**, Agents.
 Hongkong, 21st April, 1906. [938]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

| 1. From Green Island to the Harbour Master's. | 2. From Harbour Master's to Blake Pier. | 3. From Blake Pier to Naval Yard. | 4. From Naval Yard to East Point. |
|---|---|-----------------------------------|-----------------------------------|
| DESTINATION | VESSEL'S NAME | FLAG & REG. | DEPART |
| LONDON & C. VIA USUAL PORTS OF CALL | DEVANHA | Brit. str. | — |
| LONDON & ANTWERP | BENVENUE | Brit. str. | — |
| LONDON & ANTWERP, VIA SINGAPORE, &c. | MANILA | Brit. str. | — |
| LONDON & ANTWERP | FLINTSHIRE | Brit. str. | 1 m. |
| AMSTERDAM, LONDON & ANTWERP | DECEPHON | Brit. str. | 1 m. |
| AMSTERDAM, LONDON & ANTWERP | ISCTOR | Brit. str. | 1 m. |
| AMSTERDAM, LONDON & ANTWERP | JASON | Brit. str. | 1 m. |
| AMSTERDAM, LONDON & ANTWERP | DEUCALION | Brit. str. | 1 m. |
| MARSEILLES & C. VIA PORTS OF CALL | ERNEST SIMONS | Brit. str. | — |
| MARSEILLES & HAMBURG | JSTRIA | Ger. str. | k. w. |
| MARSEILLES, LONDON & ANTWERP | MEMONETHSHIRE | Brit. str. | — |
| BREMEN, VIA PORTS OF CALL | SACHSEN | Ger. str. | — |
| COPENHAGEN & BALTIC PORTS | AKER | Ger. str. | k. w. |
| HAVRE & HAMBURG VIA STRAITS, &c. | SEGOVIA | Ger. str. | k. w. |
| HAVRE & HAMBURG VIA STRAITS, &c. | C. FERRI LARSEN | Ger. str. | k. w. |
| HAVRE & HAMBURG VIA STRAITS, &c. | SITHONIA | Ger. str. | k. w. |
| HAVRE & HAMBURG VIA STRAITS, &c. | ANDALUSIA | Ger. str. | k. w. |
| HAVRE & HAMBURG VIA STRAITS, &c. | ACILIA | Ger. str. | k. w. |
| TRIESTE & C. VIA SINGAPORE, &c. | FILIPPO ARTELLI | Aus. str. | — |
| GENOA, MARSEILLES & LIVERPOOL | CALCHAS | Brit. str. | 1 m. |
| GENOA, MARSEILLES & LIVERPOOL | HYSON | Brit. str. | 1 m. |
| BOSTON & NEW YORK | ERNEST SIMONS | Brit. str. | — |
| NEW YORK VIA PORTS & SUEZ CANAL | YANDAMIA | Brit. str. | k. w. |
| NEW YORK VIA PORTS & SUEZ CANAL | SANFUMA | Am. str. | — |
| NEW YORK VIA PORTS & SUEZ CANAL | RAMSAY | Brit. str. | 1 m. |
| VANCOUVER VIA SHANGHAI JAPAN, &c. | MONTEAGLE | Brit. str. | 2 m. |
| VANCOUVER VIA SHANGHAI JAPAN, &c. | EMPEROR OF JAPAN | Brit. str. | 1 m. |
| VICTORIA (B.C.) & PACOMIA VIA JAPAN | TYDOR | Am. str. | — |
| SEATTLE VIA SHANGHAI & JAPAN | SHAWMUT | Am. str. | — |
| PORTLAND, OREGON VIA SHANGHAI, &c. | MINNESOTA | Am. str. | — |
| SAN FRANCISCO VIA PORTS | ARABIA | Brit. str. | — |
| CALLAO | DAKOTA | Brit. str. | 1 m. |
| AUSTRALIAN PORTS VIA MANILA | SHANTUNG | Brit. str. | — |
| AUSTRALIAN PORTS VIA MANILA | EMPIRE | Brit. str. | — |
| AUSTRALIAN PORTS VIA MANILA | PRINCE SIMONS | Brit. str. | — |
| VLADIVOSTOCK VIA SHANGHAI & NAGASAKI | TAITIAN | Brit. str. | 1 m. |
| YOKOHAMA VIA SHANGHAI, MOI & KOBE | GLORIOUS | Brit. str. | — |
| YOKOHAMA & TIENTSIN | ORANGE BRANCH | Brit. str. | — |
| YOKOHAMA & TIENTSIN | PALAWAN | Brit. str. | 1 m. |
| YOKOHAMA & TIENTSIN | KWICHOW | Brit. str. | — |
| YOKOHAMA & TIENTSIN | CHIFSHING | Brit. str. | — |
| YOKOHAMA & TIENTSIN | SHAOHING | Brit. str. | 1 m. |
| YOKOHAMA & TIENTSIN | PAUSANG | Brit. str. | — |
| YOKOHAMA & TIENTSIN | TIENTSIN | Brit. str. | — |
| YOKOHAMA & TIENTSIN | CALEDONIAN | Brit. str. | — |
| YOKOHAMA & TIENTSIN | ASAKHI MARU | Jap. str. | — |
| YOKOHAMA & TIENTSIN | DONGOLA | Jap. str. | — |
| YOKOHAMA & TIENTSIN | ROON | Jap. str. | — |
| YOKOHAMA & TIENTSIN | SHOSHU MARU | Jap. str. | — |
| YOKOHAMA & TIENTSIN | CHANGCHOW | Jap. str. | 1 m. |
| YOKOHAMA & TIENTSIN | DAIGI MARU | Jap. str. | — |
| YOKOHAMA & TIENTSIN | DAIJIN MARU | Jap. str. | — |
| YOKOHAMA & TIENTSIN | MAIDZU MARU | Jap. str. | 2 h. |
| YOKOHAMA & TIENTSIN | HAIMUN | Brit. str. | 2 h. |
| YOKOHAMA & TIENTSIN | HAICHING | Brit. str. | — |
| YOKOHAMA & TIENTSIN | YUENSANG | Brit. str. | — |
| YOKOHAMA & TIENTSIN | RUBI | Brit. str. | — |
| YOKOHAMA & TIENTSIN | ZAFIRO | Brit. str. | — |
| YOKOHAMA & TIENTSIN | KAIFONG | Brit. str. | 1 m. |
| YOKOHAMA & TIENTSIN | LIOTING | Brit. str. | — |
| YOKOHAMA & TIENTSIN | KUMSANG | Brit. str. | — |
| YOKOHAMA & TIENTSIN | TIPANAS | Dut. str. | — |

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

| FOR | STEAMERS | TO SAIL | REMARKS. |
|---|------------------------|------------------|----------------------------|
| YOKOHAMA VIA SHANGHAI, PALAWAN, MOI and KOBE | A. F. Street | About 29th April | Freight and Passage. |
| SHANGHAI and KOBE | TIENTSIN | About 30th April | Freight only. |
| SHANGHAI | F. E. Andrews, R.N.R. | April | Freight only. |
| SHANGHAI | DONGOLA | About 3rd May | Freight and Passage. |
| SHANGHAI | P. Phillips | May | Freight and Passage. |
| LONDON & C. VIA USUAL PORTS OF CALL | DEVANHA | Noon, 5th May | See Special Advertisement. |
| LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO and PORT SAID | MANILA | About 5th May | Freight and Passage. |
| | A. W. Anderson, R.N.R. | May | Freight and Passage. |

For further Particulars, apply to **E. A. HEWETT**, Superintendent.

Hongkong, 27th April, 1906.

HONGKONG-MANILA. CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

| STEAMSHIP | TONS. | CAPTAIN | FOR | SAILING DATE. |
|-----------|-------|-----------|--------|----------------------|
| RUBI | 2540 | R. Almond | Manila | On 28th April, Noon. |
| ZAFIRO | 2540 | R. Rodger | Manila | On 5th May, Noon. |

For Freight or Passage apply to **SHEWAN, TOMES & CO.**, GENERAL MANAGERS.

Hongkong, 20th April, 1906.

HONGKONG-NEW YORK. AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.
 (WITH LIBERTY TO CALL AT THE MALABAR COAST).
S.S. "RAMSAY" ... About 20th May, 1906.
 For freight and further information apply to **SHEWAN TOMES & CO.**, GENERAL AGENTS.
 Hongkong, 6th April, 1906. [19]

INDO-CHINA STEAM NAVIGATION CO., LIMITED.

PROJECTED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)
FOR
"YUENSANG" ... Friday, 27th April, 4 P.M.
"CHIFSHING" ... Saturday, 28th April, 4 P.M.
"PAUSANG" ... Monday, 30th April, 4 P.M.
"KUMSANG" ... Tuesday, 31st May, 3 P.M.
 These steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.
 Taking Cargo on Through Bills of Lading to Chafco, Tientsin, Newchwang & Yangtze Ports.
 For Freight or Passage, apply to **JARDINE, MATHESON & CO.**, GENERAL MANAGERS.
 Hongkong, 20th April, 1906. [15]

PORTLAND & ASIATIC STEAMSHIP CO.

| PROPOSED SAILINGS FROM HONGKONG, SHANGHAI, INLAND SEA OF JAPAN, MOI, KOBE AND YOKOHAMA FOR OREGON RAILROAD & NAVIGATION CO. | TONS. | CAPTAIN | TO SAIL AT NOON |
|---|-------|----------|------------------|
| "ARABIA" | 4,483 | Matsen | May 22nd, 1906. |
| "ARAGONIA" | 1,198 | Ernst | June 11th, 1906. |
| "NICOMEDIA" | 4,370 | Wagmann | June 21st, 1906. |
| "NUMANTIA" | 4,370 | Feldmann | July 14th, 1906. |

Through Bills of Lading issued to Pacific Coast Points and to Eastern, Canadian and United States Ports. For further rates of Freight and further information, communicate with or apply to **S. SILVERSTONE, ACTING GENERAL AGENT.**
 Hongkong, 29th March, 1906. [13]

GREAT NORTHERN STEAMSHIP COMPANY.

FOR SEATTLE, VIA SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA (PASSING THROUGH THE INLAND SEA OF JAPAN).
THE MAGNIFICENT NEW TWIN-SCREW STEAMERS, "MINNESOTA" AND "DAKOTA"
 (EACH TONS 20,718 GROSS REG.)
 Will be despatched from HONGKONG as follows:
"MINNESOTA" Captain J. H. RINDER, On TUESDAY, 12th JUNE, 1906.
"DAKOTA" Captain E. FRANK, On SATURDAY, 21st JULY, 1906.
 Conveying Cargo to the Pacific Coast, United States, and Canadian Overland Common Points also Passengers to the United States, Europe, &c.
 These Steamers are luxuriously fitted with spacious SUITES and SPATEROOMS, equipped with CIRCULATING LIBRARY, MUSIC, SMOKING ROOMS, BARBER SHOP, NURSERY, STEAM LAUNDRY, &c.
 Special provision is made for the safe transit of SILK, TREASURE, and Valuable Cargo; and PARCELS carried at low rates to all points of U.S.A. in connection with the Great Northern and Northern Pacific Express Companies.
 Trans-Pacific Cabin Passengers by this line can, if desired, TRAVEL BY RAIL between the ports of Nagasaki, Kobe and Yokohama WITHOUT EXTRA CHARGE. Also FIRST-CLASS RETURN TICKETS to Shanghai and Japan Ports are available for return by the steamers of the REGULAR MAIL LINE.
 For Freight or Passage, apply to **NIPPON YUSEN KAISHA**, AGENTS.
 Hongkong, 20th December, 1905. [20]

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.
THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF 12 Days Across the Pacific to the "EMPEROR LINE" Saving 3 to 7 days' Ocean Travel 12 DAYS YOKOHAMA to VANCOUVER. 21 DAYS HONGKONG to VANCOUVER.
PROPOSED SAILINGS. (Subject to Alteration)

| LEAVE HONGKONG | ARRIVE VANCOUVER |
|---|------------------|
| R.M.S. "MONTEAGLE" 5,500 Tons ... WEDNESDAY, 2nd May ... 26th May | |
| "EMPEROR OF JAPAN" 6,000 " ... WEDNESDAY, 9th May ... 30th May | |
| "TARTAR" 4,425 " ... WEDNESDAY, 23rd May ... 16th June | |
| "EMPEROR OF CHINA" 6,000 " ... WEDNESDAY, 30th May ... 23rd June | |
| "EMPEROR OF INDIA" 6,000 " ... WEDNESDAY, 20th June ... 11th July | |
| "ATHENIAN" 5,582 " ... WEDNESDAY, 27th June ... 21st July | |

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the Company's PALATIAL OVERLAND TRAINS, DAILY from the PACIFIC to the ATLANTIC WITHOUT CHANGE.
 Hongkong to London, 1st Class, ... via St. Lawrence 260; via New York 262.
 Intermediate on Steamers ... 240, " " 242.
 and 1st Class Rail ...
R.M.S. "MONTEAGLE" "TARTAR" and "ATHENIAN" carry "Intermediate" passengers only to Intermediate rates, affording superior accommodation for that class.
 Passengers booked through to all principal points and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.
 For further information, Maps, Routes, Handbooks, Rates of Passage and Freight, apply to **D. E. BROWN, General Agent**, Corner Pedder Street and Praya, opposite Blake Pier [5]

VESSELS ON THE BERTH

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
 (Calling at MANILA, PORT DARWIN and QUEENSLAND Ports, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)
THE Steamship.
"EMPIRE"
 Captain Helms, will be despatched for the above Ports TO-MORROW, the 28th inst., at 10 A.M.
 This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
 This Steamer is installed throughout with the Electric Light.
 A Stewardess and a duly qualified Surgeon are carried.
 N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fixed in staterooms.
 For Freight or Passage, apply to **GIBB, LIVINGSTON & Co.**, Agents.
 Hongkong, 3rd April, 1906. [797]

COMPAGNIE DES MESSAGERIES MARITIMES.
FRENCH MAIL STEAMERS.
STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, INDIAN, ADEN, DJIBOUTI, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.
THE Steamship.
"ERNEST SIMONS"
 Captain Borden, will be despatched for MARSEILLES on TUESDAY, the 1st May, at 1 P.M.
 This Steamer connects at Colombo with the Australian line s.s. *Yarra*, bound for Marseilles via BOMBAY and Aden.
 Passage tickets and through Bills of Lading issued for above ports.
 Cargo also booked for principal places in Europe.
 Next sailings will be as follows:
 S.S. "POLYNESIE" ... 15th May.
 S.S. "CALEDONIE" ... 29th May.
 S.S. "SALAZIE" ... 12th June.
 S.S. "OCEANIE" ... 26th June.
 S.S. "TOURANE" ... 10th July.
 G. DE CHAMPEAUX, Agent.
 Hongkong, 18th April, 1906. [9]

THE EAST ASIATIC CO., LTD., COPENHAGEN.
NOTICE.
FOR COPENHAGEN & BALTIC PORTS.
THE Company's Steamship.
"AKER"
 Captain Wettergreen, will be ready to load for the above places or about TUESDAY, the 3rd May.
 For Freight, apply to **MELOCHERS & Co.**, Agents.
 Hongkong, 11th April, 1906. [865]

FOR BOSTON AND NEW YORK.
 (WITH LIBERTY TO CALL AT THE MALABAR COAST).
THE Steamship.
"SENECA"
 Captain Grimes, will be despatched as above on or about the 4th May.
 For Freight or other information, apply to **STANDARD OIL COMPANY OF NEW YORK**, Oriental Freight Department, Hotel Mansions.
 Hongkong, 5th April, 1906. [812]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
STEAM FOR FIUME AND TRIESTE (DIRECT, calling at SINGAPORE, PENANG, RANGOON, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ AND PORT SAID).
 (Taking Cargo at through rates to the BRAZILS, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).
THE Chartered Steamship.
"FILIPPO ARTELLI"
 Captain Radonich, will be despatched as above on or about the 8th May.
 This Steamer has accommodation for passengers. Electric light and carries a doctor.
 For information as to Passage and Freight, apply to **SANDER, WIELE & Co.**, Agents, Prince's Buildings.
 Hongkong, 16th April, 1906. [3]

HONGKONG-MACAO LINE.
S.S. "WING CHAI"
 Captain T. Austin, R.N.R.
THIS Steamer departs from Hongkong, on Week Days, at 7.30 A.M.; and on Sundays at 8.30 A.M.; Departs from Macao on Week Days about 3.30 P.M. and on Sundays at 5.30 P.M. if tide permits.
FARES—(week days) 1st Class (including cabin and servant), Single \$3, Return Ticket \$5. 2nd Class \$1. 3rd Class 50 cents.
 Every Sunday will be on Excursion, at the following rates:
 1st & 2nd Class, Single Ticket \$3, Return \$3. 1st Class, Single with Cabin \$3, Return \$5. 3rd Class, Single 50 cents, Return 30 cents. Storage 10 cents.
 Meals can be supplied on board, at \$1 per meal.
 First Class Passengers who do not care to return on the Excursion Sunday will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.
 The Steamer is lit throughout by Electricity. The Steamer's Wharf at Hongkong is at the Western end of Wire Lo Street.
MING ON & CO.
 2nd Floor, 16, Victor's Street.
 Hongkong, 7th October, 1904. [21]

OCEAN STEAMSHIP COMPANY. LD. AND CHINA MUTUAL STEAM NAVIGATION CO. LD.

JOINT SERVICES.
FORTNIGHTLY SAILINGS FROM LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPAN
AND LUMATA PORTS.

| EUROPEAN SERVICE. | | |
|----------------------------------|---------------|----------------|
| OUTWARDS. | | |
| FROM | STEAMERS | DATE |
| GLASGOW and LIVERPOOL... | "JASON" | On 28th April. |
| GLASGOW and LIVERPOOL... | "DEUCALION" | On 5th May. |
| GLASGOW and LIVERPOOL... | "TYDEUS" | On 12th May. |
| GLASGOW and LIVERPOOL... | "HYSON" | On 15th May. |
| GLASGOW and LIVERPOOL... | "GLAUCUS" | On 15th May. |
| GLASGOW and LIVERPOOL... | "RHIPPEUS" | On 17th May. |
| GLASGOW and LIVERPOOL... | "DOMENEUS" | On 23rd May. |
| HOMEWARDS. | | |
| TO | STEAMERS | DATE |
| AMSTERDAM, LONDON and ANTWERP | "BELLEROPHON" | On 8th May. |
| AMSTERDAM, LONDON and ANTWERP | "CALCHAS" | On 20th May. |
| AMSTERDAM, LONDON and ANTWERP | "HECTOR" | On 22nd May. |
| AMSTERDAM, LONDON and ANTWERP | "JASON" | On 31st May. |
| AMSTERDAM, LONDON and ANTWERP | "DEUCALION" | On 19th June. |
| AMSTERDAM, LONDON and ANTWERP | "HYSON" | On 20th June. |

| TRANS-PACIFIC SERVICE. | | |
|--|------------|----------------|
| Operating in conjunction with THE NORTHERN PACIFIC RAILWAY CO. | | |
| AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA. | | |
| EASTWARD. | | |
| FOR | STEAMERS | TO SAIL |
| VICTORIA, SEATTLE, TACOMA, & all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKO- HAMA | "TYDEUS" | On 16th May. |
| WESTWARD. | | |
| FROM | STEAMERS | DATE |
| TACOMA, SEATTLE, VICTORIA, and PACIFIC COAST | "NINGCHOW" | On 25th April. |
| | "YANGTZE" | On 25th May. |

Hongkong, 20th March, 1906.

CHINA NAVIGATION CO. LIMITED.

| FOR | | |
|--|----------------|------|
| SHANGHAI, SEATTLE, TACOMA, & all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKO- HAMA | | |
| STEAMERS | TO SAIL | DATE |
| "SHAOHSING" | On 28th April. | |
| "KWEIGHOW" | On 29th April. | |
| "KAIFONG" | On 3rd May. | |
| "CHANGCHOW" | On 3rd May. | |
| "TAIYUAN" | On 3rd May. | |
| "SHANTUNG" | On 5th May. | |

* The attention of Passengers is directed to the superior accommodation offered by these
steamers, which are fitted throughout with Electric Light Unrivaled Table. A duly qualified
Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through rates for all New Zealand Ports and other
Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS.

For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 26th April, 1906.

OSAKA SHOSHEN KAISHA.

REGULAR STEAMSHIP SERVICES BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

| PROPOSED SAILINGS FROM HONGKONG— SUBJECT TO ALTERATION. | | |
|--|----------------|-----------------------------------|
| FOR | STEAMERS | DATE |
| TAMSAI VIA SWATOW AND AMOY | "DAIGI MARU" | SUNDAY, 29th April, at 10 A.M. |
| TAMSAI VIA SWATOW AND AMOY | "DAIJIN MARU" | SUNDAY, 6th May, at 10 A.M. |
| SHANGHAI VIA SWATOW, AMOY AND FOCHOW | "AKAISHI MARU" | TUESDAY, 1st May, at 10 A.M. |
| ANPING VIA SWATOW AND AMOY | "MAIDZU MARU" | WEDNESDAY, 2nd May, at 10 A.M. |
| SHANGHAI VIA SWATOW, AMOY AND FOCHOW | "SHOSHU MARU" | WEDNESDAY, 9th May, at 10 A.M. |

* These Steamers have excellent accommodation for First-class Passengers, and are fitted
throughout with electric light. Unrivaled Table.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo, Passage, and further information, apply at the Company's local Branch Office
Second Floor, No. 1, Queen's Building.

Hongkong, 18th April, 1906.

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN,
LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS in the
LEVANT, BLACK SEA and Baltic Ports, NORTH and SOUTH AMERICAN PORTS.

| PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION. | | |
|--|--|-----------------------|
| STEAMERS | DESTINATIONS | SAILING DATES |
| SEGOVIA | HAVRE and HAMBURG | On 2nd May Freight. |
| JUSTIA | (Calling at Singapore, Penang and Colombo) | On 11th May Freight. |
| C. FRED. LAHSE | HAVRE, BREMEN and HAMBURG | On 16th May Freight. |
| SITHONIA | HAVRE and HAMBURG | On 30th May Freight. |
| ANDALUSIA | (Calling at Singapore, Penang and Colombo) | On 14th June Freight. |
| AOILLA | HAVRE and HAMBURG | On 28th June Freight. |
| VANDALLA | (Calling at Singapore, Penang and Colombo) | On 10th May Freight. |

For Further Particulars, apply to—
HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE, King's Building.

"SHIRE" LINE OF STEAMERS.

REGULAR STEAMSHIP SERVICE TO NEW
YORK
VIA PORTS AND SUEZ CANAL
(WITH LIBERTY TO CALL AT MALABAR
COAST).

PROPOSED SAILINGS FROM HONGKONG.
About

"SATSUMA" ... 22nd May.

For Freight and further information, apply to
DODWELL & CO. LD.,
Agents.

Hongkong, 6th April, 1906.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.
EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO,
ADEN, SUEZ, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG.

STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON
TO LAND PASSENGERS AND LUGGAGE.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

| STEAMERS | SAILING DATES |
|---------------------------|------------------------------|
| SACHSEN ... | WEDNESDAY ... 9th May |
| PRINZ HEINRICH ... | WEDNESDAY ... 23rd May |
| BOON ... | WEDNESDAY ... 6th June |
| PREUSSEN ... | WEDNESDAY ... 20th June |
| ZIETEN ... | WEDNESDAY ... 4th July |
| GRINSENAU ... | WEDNESDAY ... 18th July |
| RAYERN ... | WEDNESDAY ... 1st August |
| PRINZ REGENT LUITPOLD ... | WEDNESDAY ... 15th August |
| PRINZ EITEL FRIEDRICH ... | WEDNESDAY ... 29th August |
| SACHSEN ... | WEDNESDAY ... 12th September |

ON WEDNESDAY, the 9th day of MAY, 1906, at Noon, the Steamship
"SACHSEN," Captain Petersen, with MAILS, PASSENGERS, SPECIE and
CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 7th May. Cargo and
Specie will be received on Board until 5 P.M. on TUESDAY, the 8th May, and Parcels
will be received at the Agency's Office until Noon, on TUESDAY, the 8th May.

Contents of Packages are required. No Parcel Receipt will be signed for less than \$2.50,
and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardesses.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

1st Class 2nd Class 3rd Class

TO NAPLES, GENOA AND GIBRALTAR ... 281 0 0 242 0 0 222 0 0

TO SOUTHAMPTON, LONDON, BREMEN ... 191 0 0 63 0 0 33 0 0

TO NEW YORK VIA SUEZ ... 65 0 0 44 0 0 24 0 0

VIA NAPLES, GENOA OR GIBRALTAR ... 97 0 0 66 0 0 36 0 0

VIA BREMEN OR SOUTHAMPTON ... 64 0 0 44 0 0 26 0 0

return ... 115 0 0 79 0 0 47 0 0

TO BREMEN OR SOUTHAMPTON ... 68 0 0 46 0 0 27 0 0

return ... 123 0 0 83 0 0 49 0 0

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and
travelling to Bremen or Southampton overland the same rates to be applied as via NAPLES,
GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's
expense.

TO BE VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co., from
SINGAPORE TO CALCUTTA instead of an Imperial Mail Steamer from Singapore to Colombo.
The cost of the journey from Calcutta to Colombo by rail or steamer is, however, not included.

INTERUPTION OF THE VOYAGE IN EGYPT:

Passengers to European and New-York are entitled to travel by the N. D. L. Mediterranean
Steamers from ALEXANDRIA, to Naples or Marseilles instead of using an Imperial Mail Steamer
from PORT SAID.

JAPAN-CHINA-AUSTRALIAN LINE.

VIA NEW GUINEA.

FOR MANILA, SIMPSONHAFEN, FRIEDRICH WILHELMSHAFEN,
HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY
AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—(SUBJECT TO ALTERATION).

STEAMERS SAILING DATES

PRINZ SIGISMUND ... 3302 tons ... TUESDAY, 1st May.

WILHELM ... 4763 tons ... TUESDAY, 25th May.

PRINZ WALDEMAR ... 3227 tons ... TUESDAY, 25th June.

ON TUESDAY, the 1st MAY, at Noon, the Steamship "PRINZ SIGISMUND,"
Captain Lenz, with Mails, Passengers and Cargo, will leave this port as above.

The Steamer has splendid accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

1st Class 2nd Class 3rd Class 1st Class 2nd Class

TO MANILA ... \$50.00 \$30.00 \$20.00 return \$80.00 \$50.00

TO NEW GUINEA ... \$28.00 \$18.00 \$14.00 return \$42.00 \$27.15

TO BRISBANE ... \$30.00 \$20.00 \$14.00 return \$44.00 \$28.15

TO SYDNEY ... \$33.00 \$23.00 \$15.00 return \$48.00 \$31.10

TO MELBOURNE ... \$34.10 \$24.10 \$16.00 return \$49.00 \$32.55

TO YOKOHAMA ... \$50.00 \$30.00 \$20.00 return \$80.00 \$50.00

TO KOBE ... \$55.00 \$35.00 \$25.00 return \$85.00 \$55.00

TO YOKOHAMA and back from KOBE ... \$140.00 \$100.00

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG: 1st Class

TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer ... 297. 0. 0.

TO EUROPE VIA AUSTRALIA AND AMERICA ... 86. 0. 0.

From Australia to New York via Vancouver by the C.P.R. Co.'s steamers, or via San
Francisco by the O. & S.S. Co.'s steamers, and from New York to Europe by the Magnificent
Express Steamers of N.D.L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE

SHANGHAI, NAGASAKI, KOBE ... Wednesday, 9th May.

KOBE & YOKOHAMA ... Wednesday, 9th May.

SHANGHAI, NAGASAKI, PREUSSEN ... Wednesday, 23rd May.

KOBE & YOKOHAMA ... Wednesday, 23rd May.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG via Vancouver or San
Francisco to New York by the C.P.R. Co.'s steamers P.M.S.S. Co., O. & S.S. Co.,
T. K. K. and from New York to Europe by the Magnificent Express Steamers of the
Norddeutscher Lloyd are issued at the following Rates:—

1st Class

To London via Plymouth or Southampton ... 262. 0. 0.

To Bremen ... 63. 10. 0.

To Paris via Cherbourg ... 65. 0. 0.

To Naples, Genoa via Gibraltar ... 65. 0. 0.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to
MELCHERS & CO., AGENTS.

Hongkong, 1st February, 1906.

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.
CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C. AND TACOMA
VIA
MOJI, KOBE AND YOKOHAMA.

Steamer. Tons. Captain. Sailing Date.

SHAWMUT ... 9,606 E. V. Roberts ... On 28th April.

TREMONT ... 9,606 T. W. Garlick ... On 26th May.

LYRA ... 4,417 G. V. Williams ... On 3rd July.

SHAWMUT ... 9,606 E. V. Roberts ... On 27th July.

TREMONT ... 9,606 T. W. Garlick ... On 22nd August.

I Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND
CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior
Accommodation for First and Second Class Passengers. The large size of these vessels ensures
steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried
in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to—
DODWELL & CO., LIMITED,
GENERAL AGENTS.

QUEEN'S BUILDINGS,
Hongkong, 25th April, 1906.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

| STEAMER | FROM | EXPECTED ON OR ABOUT | WILL LEAVE FOR | ON OR ABOUT |
|--------------|-------|----------------------------|--------------------|-----------------------|
| TJIPANAS... | JAPAN | Second half of April | JAVA PORTS | First half of May |
| TJILATJAP... | JAVA | Second half of April | JAPAN via SHANGHAI | First half of May |
| TJIMAHY... | JAVA | Second half of May | JAPAN via SHANGHAI | Second half of May |
| TJILWONG... | JAPAN | Second half of May | JAVA PORTS | Second half of May |

The Steamers are all fitted throughout with Electric Light and have accommodation for a
limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on
through Bills of Lading.

For Particulars of Freight and Passage, apply to the
HEAD AGENCY OF THE
JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

16

VESSLS ON THE BERTH

COMPAGNIE DES MESSAGERIES
MARITIMES

FOR SHANGHAI, KOBE AND
YOKOHAMA.

THE Company's Steamship

"CALEDONIE,"

Captain Gregory, will be despatched for the
above Ports on or about MONDAY, the 30th
inst.

For Freight or Passage, apply to
G. DE CHAMPEAUX,
Agent.

Hongkong, 24th April, 1906.

"BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"BENVENUE,"

Captain Kroble, will be despatched as above on
SATURDAY, the 12th May.

To be followed by s.s.
"BENALDER" and "BENMOHR,"

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 14th April, 1906.

"THE EAST OF ASIA."

(Published Quarterly.)

CONTAINING Articles of Special Interest
Profusely Illustrated, descriptive of the
people, customs, etc., of the Far East.

The kindly Press critic as, both Continental
and American, that the production of this
Magazine has evoked in eloquent testimony of
the sterling merit of the publication.

Price ... \$1.50.

On Sale at "NORTH CHINA HERALD"
OFFICE, Shanghai;

MESSRS. KELLY & WALSH,
Hongkong;

and all leading Booksellers in the Far East.

Hongkong, 3rd February, 1903.

Cutler, Palmer & Co.'s

SPECIAL BLEND WHISKY.

SHIPPERS

Cutler, Palmer & Co., London.

AGENTS

SIEMSEN & CO.,

HONGKONG.

408

SHIPPING IN PORT.

STEAMERS.

ALABAMA, British str., 2,000, Ellis, 12th April

Karatsu 5th April, Coal—Doddwell & Co.

AMARA, British steamer, 1,568, C. J. Matlock,

April 14th—Sourabaya 4th April, Sugar.

Jardine, Matheson & Co.

APENRADE, German str., 811, Gantard, 25th

April—Pakhoi 23rd April and Hoibow 24th,

General—Jensen & Co.

BATTENFALL, British str., 1,800, Raison, 25th

POST OFFICE NOTICES.

The *Caledonian*, with the French mail of the 30th ultimo, left Saigon on Friday, the 27th inst., at 5 a.m., and may be expected here on or about Monday, the 30th inst. This packet brings replies to letters despatched from Hongkong on the 24th February.

The *Coptic*, with the American mail, left Yokohama on Friday, the 26th inst., and may be expected here on or about Monday, the 30th inst.

The *Siberia*, with the American mail, left Yokohama on Thursday, the 26th inst., and may be expected here on or about Monday, the 30th inst.

MAILS WILL CLOSE

| FOR | PER | DATE |
|--|---------------|----------------------------|
| Yap, Suipan, Ruk, Ponape, Kusaie, Jaluit, Butaritari, Takaue, Ocean Island, Nauru, and Sydney | Germany | Friday, 27th, 10.00 A.M. |
| Kobe | Asping Maru | Friday, 27th, 10.00 A.M. |
| Swatow | Nanhai | Friday, 27th, 10.00 A.M. |
| SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.) | Hongkong Maru | Friday, 27th, 10.00 A.M. |
| Macao | Hongkong | Friday, 27th, 12.15 P.M. |
| Swatow and Deli | Singapore | Friday, 27th, 1.00 P.M. |
| Manila | Yusen | Friday, 27th, 3.00 P.M. |
| Hainan | Knarberg | Friday, 27th, 5.00 P.M. |
| Hobow and Pukoi | Apurade | Friday, 27th, 5.00 P.M. |
| Manila, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth | Empire | Saturday, 28th, 9.00 A.M. |
| Moji, Kobe, Yokohama, Victoria, B.C. and Tacoma | Shawmut | Saturday, 28th, 11.00 A.M. |
| Manila | Rubi | Saturday, 28th, 11.00 A.M. |
| Salina Cruz, Mexico | Alaband | Saturday, 28th, 11.00 A.M. |
| Hilo, Manila, Kobe, Yokohama, and San Francisco | Dakota | Saturday, 28th, 11.00 A.M. |
| Macao | Hongkong | Saturday, 28th, 12.15 P.M. |
| Singapore, Penang and Calcutta | Lightning | Saturday, 28th, 2.00 P.M. |
| Yusen | Chipsing | Saturday, 28th, 3.00 P.M. |
| Wahaihi and Tientsin | Kwetchow | Saturday, 28th, 3.00 P.M. |
| Swatow, Amoy and Tamsui | Daigai Maru | Saturday, 28th, 5.00 P.M. |
| Shanghai | Shanghai | Saturday, 28th, 5.00 P.M. |
| Manila, Hongkong and Singapore | Shanghai | Saturday, 28th, 5.00 P.M. |
| Swatow, Amoy and Foochow | Shanghai | Saturday, 28th, 5.00 P.M. |
| Macao | Shanghai | Saturday, 28th, 5.00 P.M. |
| Swatow and Shanghai | Shanghai | Saturday, 28th, 5.00 P.M. |

| | | |
|--|-----------------|--------------------------|
| SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.) | Korea | Tuesday, 1st, 10.00 A.M. |
| Manila, Simpsonhafen, Friedrich Wilhelmshafen, Heerdschaps, Matupi, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth | Prinz Sigismund | Tuesday, 1st, 10.00 A.M. |

| | | |
|--|---------------|--------------------------|
| EUROPE, A.C. INDIA VIA TUTUCORIN (Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.) | Ernest Simons | Tuesday, 1st, 10.00 A.M. |
|--|---------------|--------------------------|

| | | |
|--|---------------|----------------------------|
| Shanghai, Moji, Kobe, Yokohama, Victoria and Seattle | Kanayama Maru | Tuesday, 1st, 3.00 P.M. |
| Batavia, Cherbon, Samarang, Sourabaya and Measoor | Typanas | Wednesday, 2nd, 10.00 A.M. |
| SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA and VANCOUVER (B.C.) | Monteagle | Wednesday, 2nd, 11.00 A.M. |
| Cebu and Hilo | Kaifong | Wednesday, 2nd, 3.00 P.M. |
| Manila, Zambanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth | Changchow | Thursday, 3rd, 3.00 P.M. |

| | | |
|--|----------|---------------------------|
| Manila, A.C. India via Tutucorin (Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.) (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.) The Parcel mail will be closed at 5 p.m. on Friday, the 4th May | Zafiro | Saturday, 5th, 10.00 A.M. |
| Shanghai, Moji, Kobe and Yokohama | Shantung | Saturday, 5th, 3.00 P.M. |
| Singapore, Penang and Calcutta | Typanas | Saturday, 5th, 5.00 P.M. |
| | Kanayama | Tuesday, 5th, 2.00 P.M. |

TO-DAY.
Sale, Wreck of M. Struve, &c., Sales Rooms, Mr. Geo. P. Lamont, Noon.

TO-MORROW.
Ordinary Yearly Meeting of the Union Insurance Society of Canton, Ltd., 2, Queen's Buildings, Noon.
Half-yearly Meeting of the Hongkong Jockey Club, City Hall, 12.15 p.m.
Ordinary Meeting of the China Traders' Insurance Co., Ltd., 2, Queen's Buildings, 12.30 p.m.
Sale, Rare Old Peking Curios, Sales Rooms, Mr. F. Kiese, 2.30 p.m.
Sale, House Furniture, Sales Rooms, Mr. V. I. Remedios, 2.30.

VESSELS EXPECTED.

THE FRENCH MAIL.
The M.M. str. *Caledonian* will leave Saigon on Friday, the 27th inst., at 5 a.m., for this port.

THE CANADIAN MAIL.
The C.P.R. str. *Empress of Japan* arrived at Nagasaki at 7 a.m. on Thursday, the 26th inst., and left again at 4 p.m. same day for Shanghai, where she is due to arrive at 6 a.m. on Saturday, the 28th inst.

THE AMERICAN MAIL.
The P.M. str. *Siberia* sailed from Yokohama on the 26th April, and is due here on or about the 7th May.

MERCHANT STEAMERS.
The P. & O. str. *Palawan* left Singapore for this port on the 23rd inst., at 4 p.m.
The Indo-China str. *Kamsang* from Calcutta and the Straits, left Singapore for this port on the 23rd inst., at 5 p.m.
The J.-C. str. *Lijn str. Typanas* left Kuchinota via Amoy and Swatow for this port on the 18th inst., and may be expected here on or about 29th inst.
The Bon Line str. *Bennet*, from London and Antwerp, left Singapore on the 24th inst. for this port.

The M.M. str. *Lao*, from Antwerp and ports, left Colombo for Hongkong direct on the 18th inst., and is due here on or about the 30th inst.
The J.-C. str. *Lijn str. Typanas* left Macassar for this port on the 22nd inst., and may be expected here on or about the 30th inst.
The I.G.M. str. *Prinz Sigismund* left Kobe on Monday, 23rd inst., at 8 p.m., via Moji, and may be expected here on or about Monday, 30th inst., a.m.

JOINT STOCK SHARES.

| COMPANY. | PAID UP. | QUOTATIONS. |
|------------------------|----------|-------------------|
| Hongkong, April 26th. | | |
| Alhambra | \$200 | \$100. |
| Bank— | | |
| Hongkong & S'hai | \$125 | \$805. |
| National B. of China | | London, 230. |
| A. Shares | 45 | 45 buyers |
| Bell's Asbestos E.A. | 125 | 51. |
| China-Borneo Co. | 12 | 34, sellers |
| China Light & P. Co. | 10 | 10. |
| China Provident | 10 | 30, sellers |
| Cotton Mills— | | |
| Two— | 115 | 75. |
| Hongkong | 115 | 75, sellers |
| International | 75 | 75. |
| Loan Kung Mow | 100 | 75. |
| Seychoe | 100 | 300. |
| Dairy Farm | 40 | 110. |
| Docks and Wharves— | | |
| Farham, B. & Co. | 115 | 120, buyers |
| H. & K. Wharf & G. | 50 | 104. |
| H. & W. Dock | 50 | 165, sellers |
| New Amoy Dock | 101 | 117, buyers |
| S'hai & H. Wharf | 115 | 100. |
| Penwick & Co., Geo. | 25 | 21, buyers |
| O. Island Cement | 10 | 224. |
| Hongkong & C. Gas | 210 | 175, buyers |
| Hongkong Electric | 10 | 103, sellers |
| Do. New | 110 | 110, sellers |
| H. H. L. Tramways | 100 | 235, buyers |
| Hongkong Hotel Co. | 100 | 135, sellers |
| Hongkong Ice Co. | 25 | 224. |
| Hongkong Hope Co. | 50 | 143, sellers |
| M'Kong S. Waterboat | 110 | 110, sellers |
| Insurance— | | |
| China | 50 | 355, buyers |
| China Fire | 25 | 25, sellers |
| China Trade | 25 | 25. |
| Hongkong Fire | 50 | 305. |
| North China | 25 | 11, 90. |
| Union | 100 | 736. |
| Yangtze | 50 | 190. |
| Land and Building— | | |
| Hongkong Land | 100 | 117, buyers |
| Hamprey's Estate | 10 | 111, sales & buy. |
| Kowloon Land & B. | 50 | 33. |
| Shanghai Land | 115 | 118. |
| West Point Building | 50 | 53. |
| Mining— | | |
| Charbonnages | 25 | 250. |
| Rauba | 15 | 10. |
| Philippine Co. | 20 | 54. |
| Refineries— | | |
| China Sugar | 100 | 113, sellers |
| Luxon Sugar | 100 | 32. |
| Steamship Companies— | | |
| China and Manila | 25 | 18, buyers |
| Douglas Steamship | 50 | 51, buyers |
| H. Canton & M. | 115 | 25, sellers |
| Indo-China S.N. Co. | 210 | 93, buyers |
| Shull Transport Co. | 21 | 20, sellers |
| Star Ferry | 10 | 32, buyers |
| Do. New | 5 | 32, sellers |
| Shanghai & H. Dyeing | 50 | 50. |
| Southern China M. Post | 25 | 25, sellers |
| Steam Laundry Co. | 5 | 5, sellers |
| Do. | 5 | 5, sellers |
| Stores & Dispensaries— | | |
| Campbell, M. & Co. | 10 | 32. |
| Powell & Co., Wm. | 10 | 101. |
| Watkins | 10 | 85, sales |
| Watson & Co., A.S. | 10 | 131, buyers |
| United Asbestos | 5 | 5. |
| Do. Foundries | 10 | 180. |

VERNON & SMYTH, Brokers.

COMMERCIAL.

| CLOSING QUOTATIONS. | | April 26th. |
|-----------------------------------|-----------------------|-------------|
| ON LONDON— | Telegraphic Transfer | 260 1/2 |
| Bank Bills, on demand | | 260 1/2 |
| Bank Bills, at 30 days sight | | 261 1/2 |
| Bank Bills, at 60 days sight | | 261 1/2 |
| Credit, at 4 months sight | | 261 1/2 |
| Documentary Bills, 4 months sight | | 261 1/2 |
| ON PARIS— | Bank Bills, on demand | 260 1/2 |
| Credit, at 4 months sight | | 261 1/2 |
| ON BOMBAY— | On demand | 155 1/2 |
| ON CALCUTTA— | Telegraphic Transfer | 155 1/2 |
| Bank, on demand | | 155 1/2 |
| ON SINGAPORE— | Bank, at sight | 111 1/2 |
| Private, 30 days sight | | 111 1/2 |
| ON YOKOHAMA— | On demand | 101 1/2 |
| ON MANILA— | On demand | 101 1/2 |
| ON SINGAPORE— | On demand | 131 p.m. |
| ON BATAVIA— | On demand | 125 |
| ON HAIKONG— | On demand | 8 p.m. |
| ON SAIGON— | On demand | 23 p.m. |
| ON HONGKONG— | On demand | 62 |
| SOVEREIGN, Bank's Buying Rate | | 9.60 |
| G to L, 100 lbs, per ton | | 50.40 |
| HAR SILVER, per oz. | | 30 1/2 |

HONGKONG TIDE TABLE.

| From 27th April to 3rd May, 1906. | | | |
|--|-------|-----------|--------|
| To correct Zone Time add 23 min. and 18 sec. | | | |
| Hour | Water | Mean Time | Height |
| 17 | High | 10.35 | 6.2 |
| 18 | Low | 11.35 | 4.1 |
| 19 | High | 12.35 | 6.2 |
| 20 | Low | 1.35 | 4.1 |
| 21 | High | 2.35 | 6.2 |
| 22 | Low | 3.35 | 4.1 |
| 23 | High | 4.35 | 6.2 |
| 24 | Low | 5.35 | 4.1 |
| 25 | High | 6.35 | 6.2 |
| 26 | Low | 7.35 | 4.1 |
| 27 | High | 8.35 | 6.2 |
| 28 | Low | 9.35 | 4.1 |
| 29 | High | 10.35 | 6.2 |
| 30 | Low | 11.35 | 4.1 |

| MESSRS. FALCONER & CO.'S REGISTER. | | | |
|------------------------------------|-----------------------------|------------------------|-----------------------------|
| April 26th. | | | |
| Barometer 9 A.M. 29.94 | Therm. (Wet bulb) 9 A.M. 71 | Barometer 1 P.M. 29.89 | Therm. (Wet bulb) 1 P.M. 71 |
| Barometer 4 P.M. 29.85 | Therm. (Wet bulb) 4 P.M. 73 | Thermom. 9 A.M. 73 | Therm. Maximum 74 |
| Thermom. 1 P.M. 73 | Therm. Minimum over night | Thermom. 4 P.M. 74 | |

NOTICES TO CONSIGNEES.

FROM HAMBURG, HAMBURG, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"SITHONIA,"
Captain Bremner, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before To-day. Any Cargo impeding her discharge will be landed into the Godowns and/or extra hazardous Goods of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th April, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 28th April, at 3 p.m.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINE, Hongkong Office.

Hongkong, 23rd April, 1906. [950]

BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "SHAWMUT."

FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI AND MANILA.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & Co., Ltd., Agents.

Hongkong, 24th April, 1906. [7]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, COLOMBO AND SINGAPORE.

THE Bucknall Line Steamship

"MANICA,"
having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before 4 P.M. To-day.

Goods not cleared by the 2nd May will be subject to rent.

All ship-damaged packages must be left in the Godowns, and notice of same sent to this Office before the 4th May, or claims in connection therewith will not be recognised.

No Fire Insurance has been effected.

NIPPON YUSEN KAISHA, Agents.

Hongkong, 24th April, 1906. [860]

OCEAN STEAMSHIP COMPANY, LIMITED.

CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"DARDANUS."

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 26th inst.

Optional Cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 a.m. on the 27th inst.

No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 27th inst. will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 30th inst., or they will not be recognised.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 25th April, 1906. [9-10]

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ HEINRICH,"
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns and/or extra hazardous Goods of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 11 A.M. To-day.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 1st May will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Tuesday, the 1st May, at 9.30 A.M.

All Claims must reach us before the 7th May, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD, MELBOMERS & Co., Agents.

Hongkong, 25th April, 1906. [5]

TYPEWRITERS

CLEANED, REPAIRED, OVERHAULED

TYPING WORK UNDER

TAKEN. Charges moderate.
F. A. V. BIERHO
(late of the Hongkong Typewriting Bureau)
34, Queen's Road Central (Second Floor),
Hongkong, 25th October, 1905. [19]

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD., AND THE CHINA NAVIGATION CO., LD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 2,368 tons, Captain H. D. Jones.
S.S. "POWAN," 2,338 tons, Captain W. A. Valentine.
S.S. "FATSHAN," 2,260 tons, Captain R. D. Thomas.
S.S. "HANKOW," 2,078 tons, Captain C. V. Lloyd.
S.S. "KINSHAN," 1,998 tons, Captain J. J. Lousina.

Departures from Hongkong to Canton daily at 8.30 a.m., 2 p.m. and 5.30 p.m. (Sunday excepted).

Departures from Canton to Hongkong daily at 8.30 a.m., 2 p.m. and 5.30 p.m. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.

Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons, Captain G. F. Morrison, R.N.R.

Departures from Hongkong to Macao on week days at 2 p.m., on Sundays at Noon, except what otherwise notified by Express.

NOTE.—During the Summer Months the time of leaving fluctuates to suit the tide at Macao. See Special Summer Time-table.

Departures from Macao to Hongkong daily at 8 a.m.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 210 tons, Captain T. Hamlin.

This Steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at 8 a.m. and leaves Macao for Canton every Monday, Wednesday and Friday at 7.30 a.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD., AND THE CHINA NAVIGATION CO., LD.

INDO-CHINA STEAM NAVIGATION CO., LD.

CANTON-WUCHOW LINE.

S.S. "S